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THE AMERICAN

ELEVATOR AND

GRAIN TRADE

NOV 3 1929

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One Dollar Per Annum
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VOL. XLVIII

431 South Dearborn Street, Chicago, Ill., November 15, 1929

NO. 5

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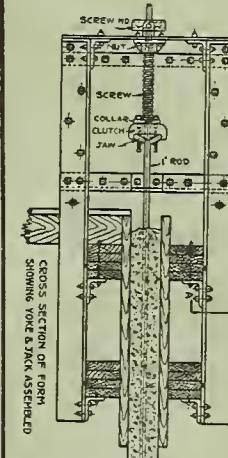
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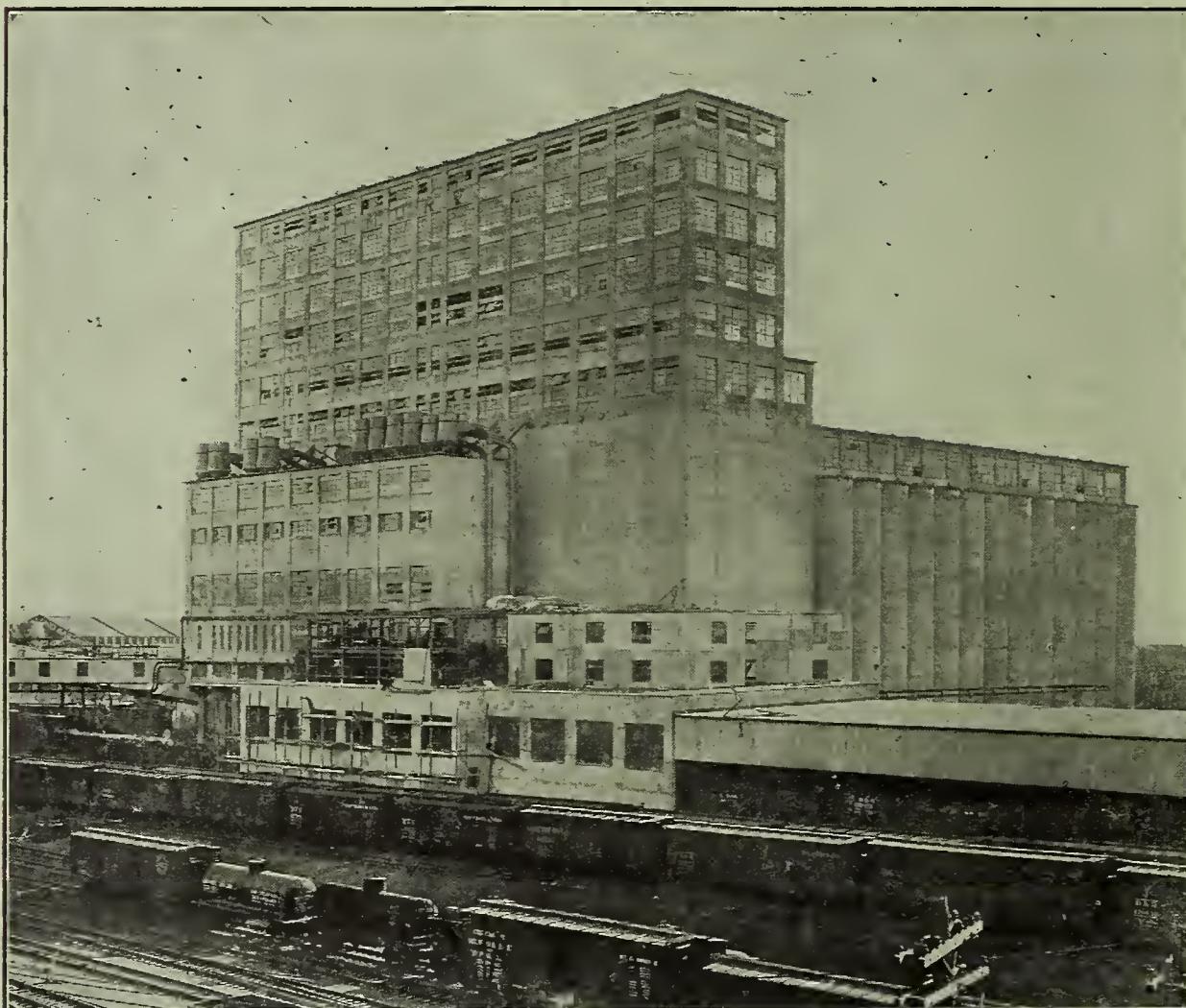


PHOTO shows the 3,800,000 bushel Terminal Grain Elevator of the B. & O. Railroad Company at Baltimore, Md., in which 9½ miles of Diamond Grain Belts, weighing 149 tons, were installed during the early part of 1925. This is one of the fastest grain handling plants in the world.

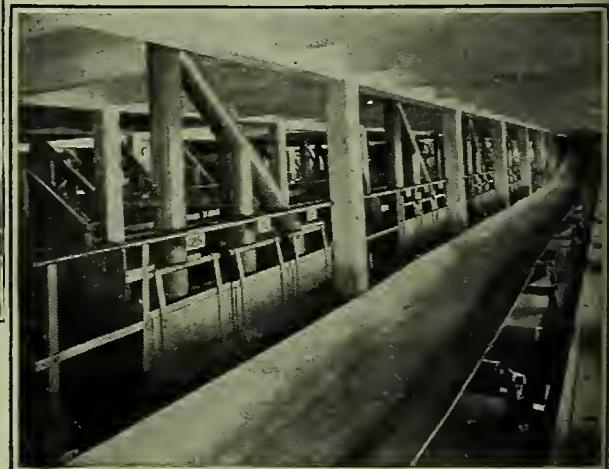


Photo shows interior view in the 3,800,000 bushel Terminal Grain Elevator of the B. & O. Railroad Company at Baltimore, Md.

Photo shows typical Diamond belt installation over storage bins.

INITIAL cost is no measure of a grain belt's economic value. That must be reckoned in years of service.

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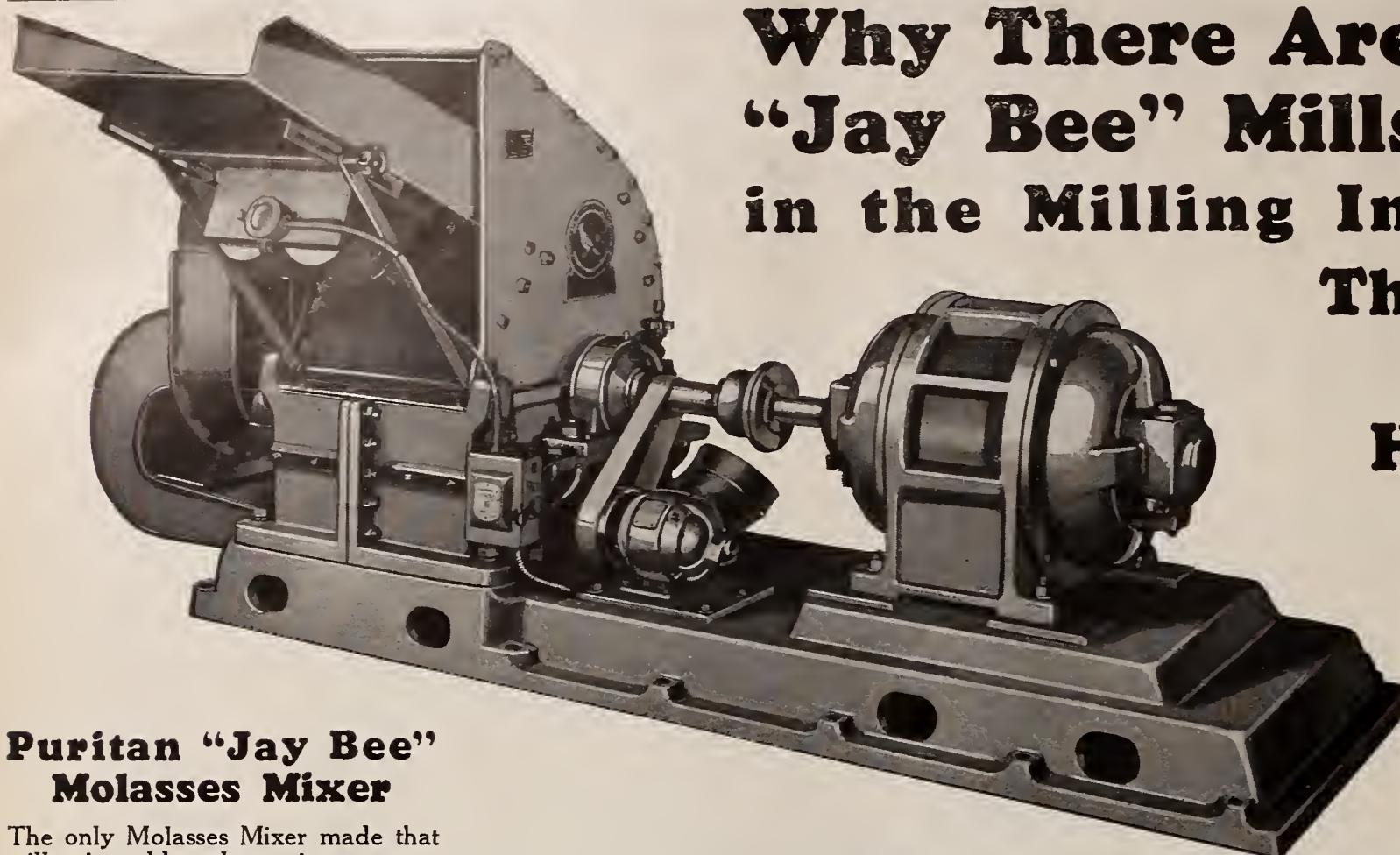
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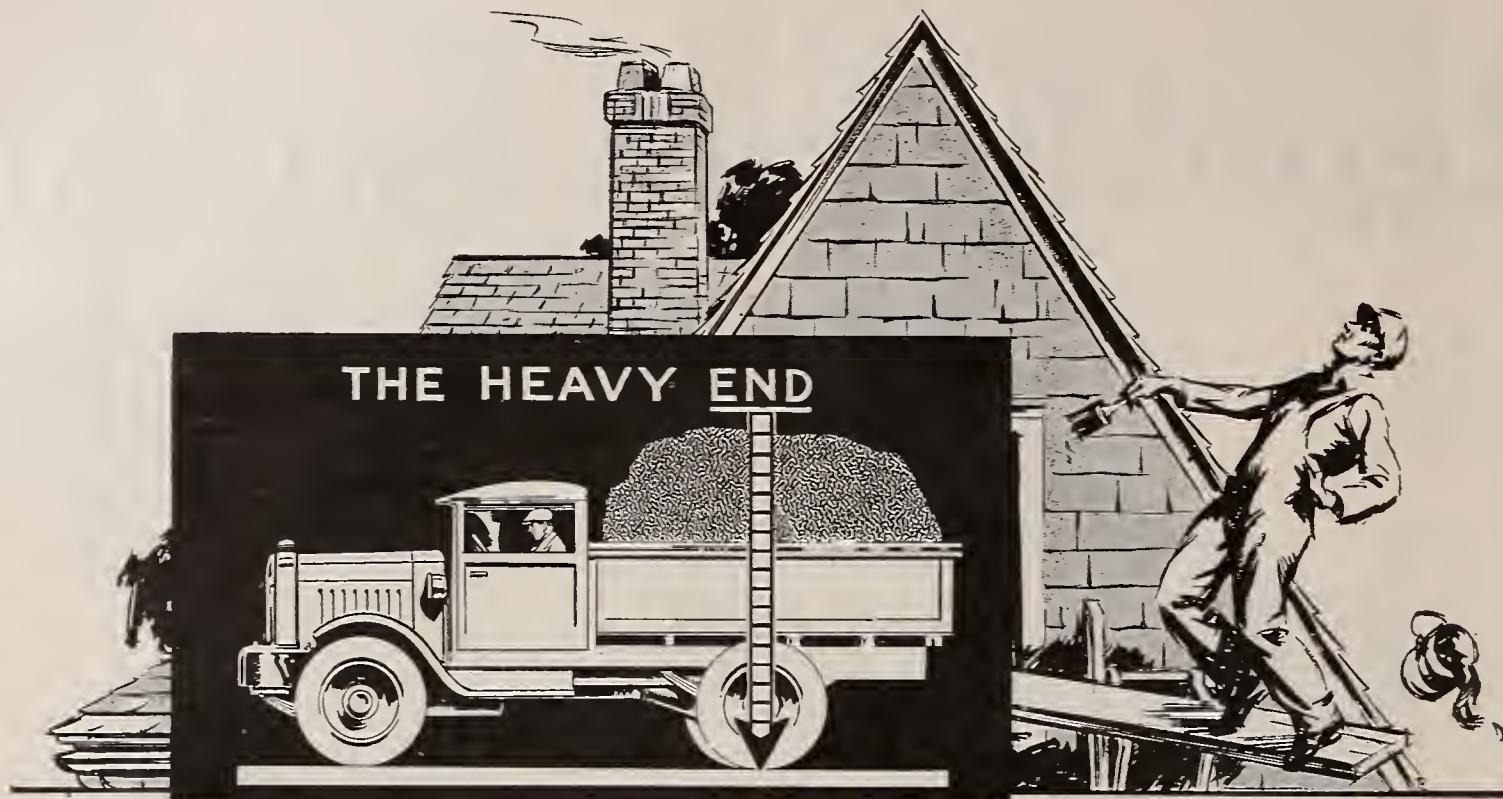
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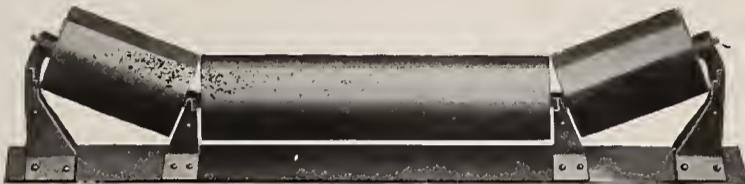
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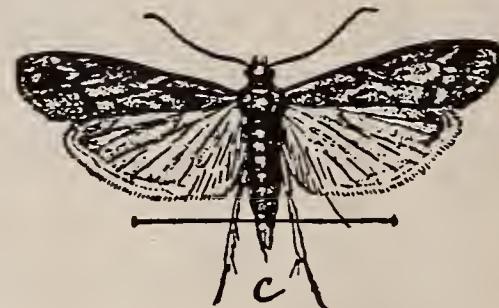
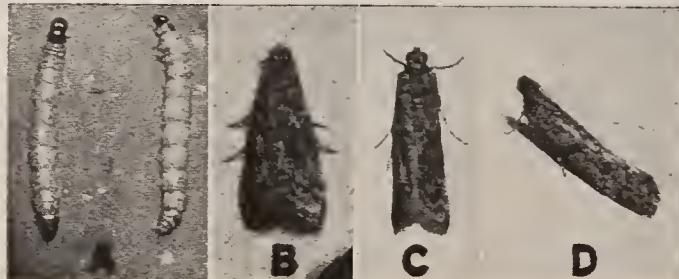
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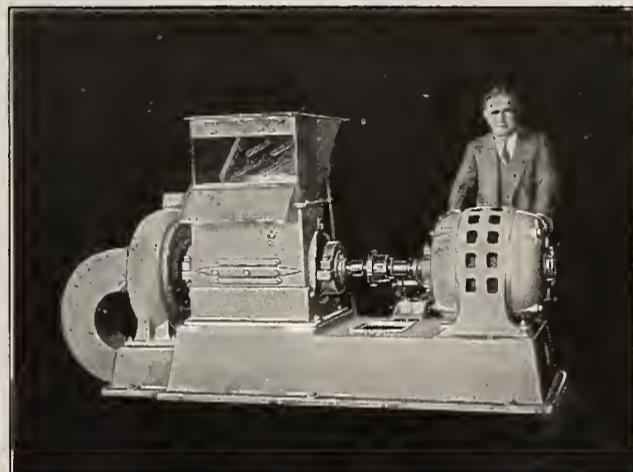
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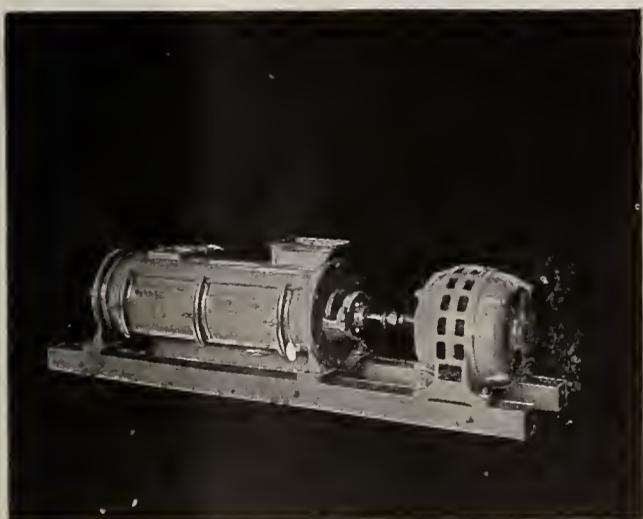
OUT SHE GOES

This is what the largest Canadian Flour Mills Company said this last month to a hammer mill representative who had put his mill direct connected to a 75 h. p. motor, in competition with a similar sized Miracle Ace direct connected to a 75 h. p. motor. Immediately they telegraphed us to ship them without delay another No. 5 Miracle Ace direct connected to a 75 h. p. motor. This makes three of these No. 5 Miracle Ace Hammer Mills this firm is using on the hardest of grinding, namely, Canadian screenings.

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Whether a huge grain elevator, or kindred structure--whatever the building project--the Long organization can design and construct it for you.

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For the last decade, this experienced group of engineers have set construction standards which have resulted in the phenomenal growth of this organization, and recognition unparalleled in the annals of concrete construction.



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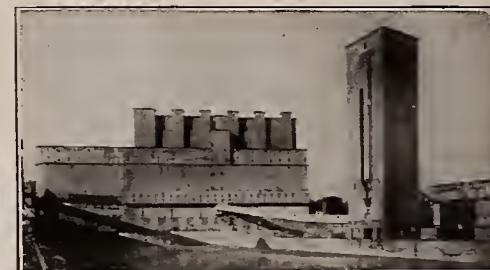




Manchester Ship Canal Elevator
Manchester, England
Capacity 1,500,000 Bushels
Completed 1914



Buenos Aires Elevator Co.
Buenos Aires, Argentina
Capacity 750,000 Bushels
Completed 1920



Harbour Commissioners Elevator No. 2
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Capacity 2,600,000 Bushels
Completed 1912



Sydney Terminal Elevator
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Capacity 6,400,000 Bushels
Completed 1921



Chicago & North Western Railway Elevator
South Chicago, Illinois
Capacity 10,000,000 Bushels
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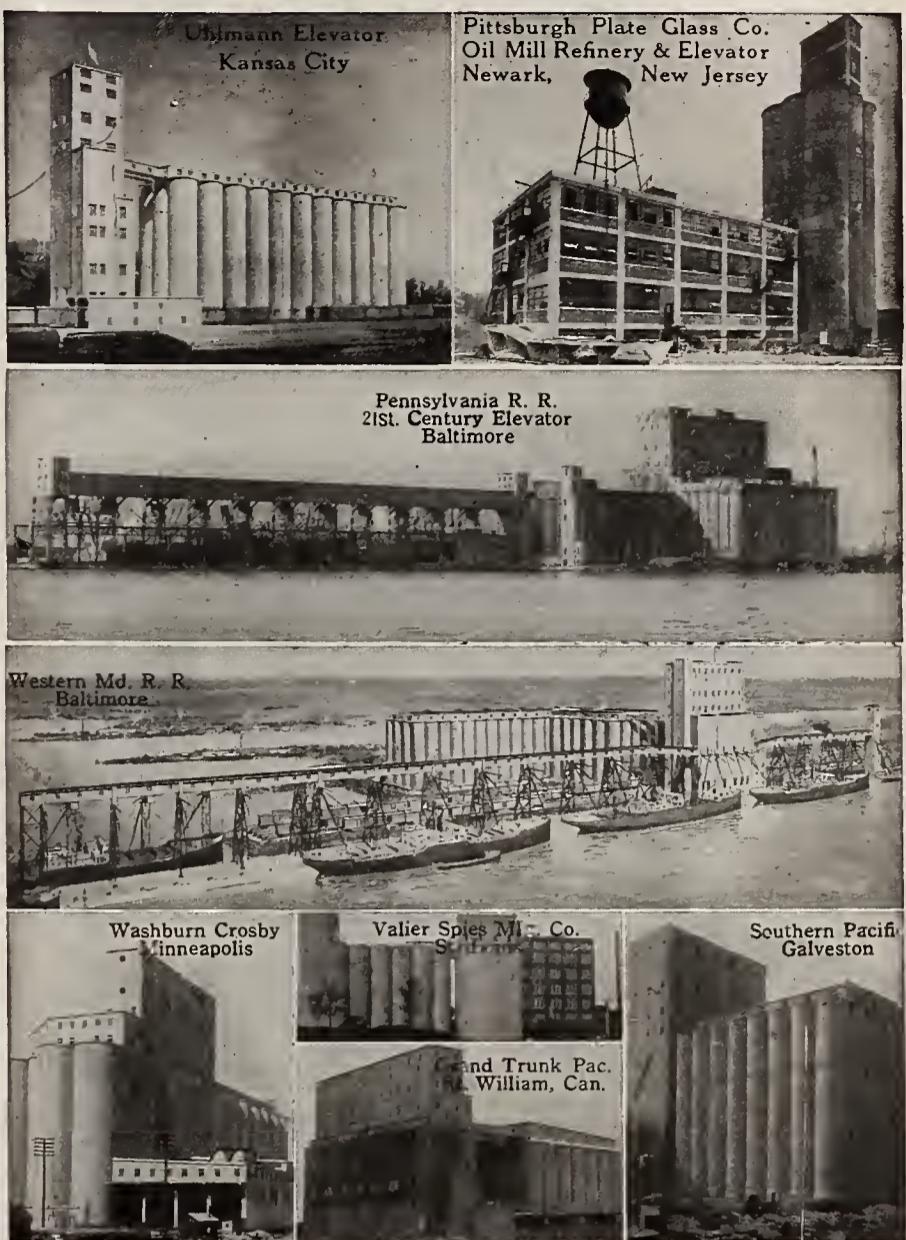
is the number of bins at this writing for which orders have been received for materials only or for installation completed since January 1, 1929, of

THE ZELENY THERMOMETER SYSTEM

Location	Bins	Location	Bins
Alton Grain Elevator Co., Kansas City, Mo.	58	Midland Flour Milling Co., Newton, Kans.	26
*American Milling Co., Peoria, Ill.	29	Midland Flour Milling Co., No. Kansas City, Mo.	24
*Brooks Elevator Co., Minneapolis, Minn.	8	*Montana Flour Mills Co., Harlowton, Mont.	12
Cascade Milling & Elevator Co., Cascade, Mont.	7	*Pillsbury Flour Mills Co., Enid, Okla.	93
*C. B. & Q. Ry. Co., St. Louis, Mo.	27	*Pillsbury Flour Mills Co., Springfield, Ill.	96
Continental Grain Co., Minneapolis, Minn.	6	*Pillsbury Flour Mills Co., Wichita, Kans.	116
Enid Terminal Elevator Co., Enid, Okla.	17	*Postum Co., Battle Creek, Mich.	23
*General Mills, Inc., Enid, Okla.	54	*Quaker Oats Co., Cedar Rapids, Iowa	150
*General Mills, Inc., Wichita, Kans.	86	*Quaker Oats Co., St. Joseph, Mo.	...
*Igleheart Bros., Inc., Vincennes, Ind.	21	Robinson Milling Co., Salina, Kans.	11
*International Milling Co., Buffalo, N. Y.	36	Salina Terminal Elevator Co., Salina	16
*International Milling Co., Davenport, Iowa	27	*Security Elevator Co., Hutchinson, Kans.	39
*International Milling Co., Moose Jaw, Sask., Can.	...	Sheffield Elevator Co., Minneapolis, Minn.	12
*International Milling Co., Saskatoon, Sask., Can.	41	*Twin City Trading Co., Minneapolis, Minn.	8
*King Midas Mill Co., Hastings, Minn.	14	*Union Terminal Ry Co., St. Joseph, Mo.	38
Midland Flour Milling Co., Blackwell, Okla.	24	Wichita Terminal Elevator Co., Wichita, Kans.	33
Midland Flour Milling Co., Halstead, Kans.	19	Wolf Milling Co., Elginwood, Kans.	31

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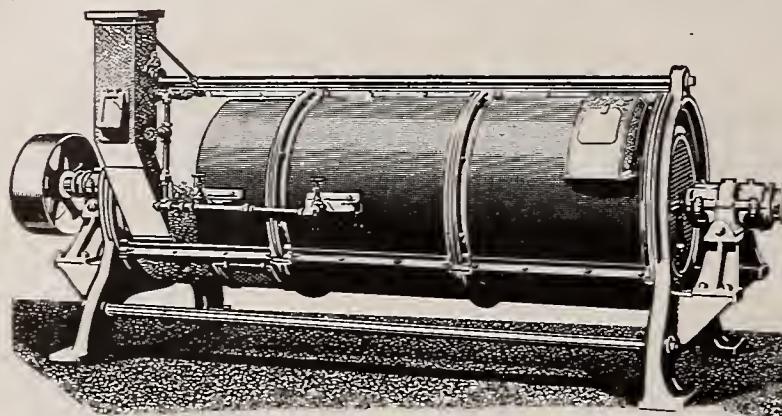
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*DESIGNED for the years
ahead—an advance we
propose to maintain.*

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BUILT ON A PROFITABLE STRUCTURE



For the more efficient washing of smutty wheat

WOLF WHEAT WASHERS

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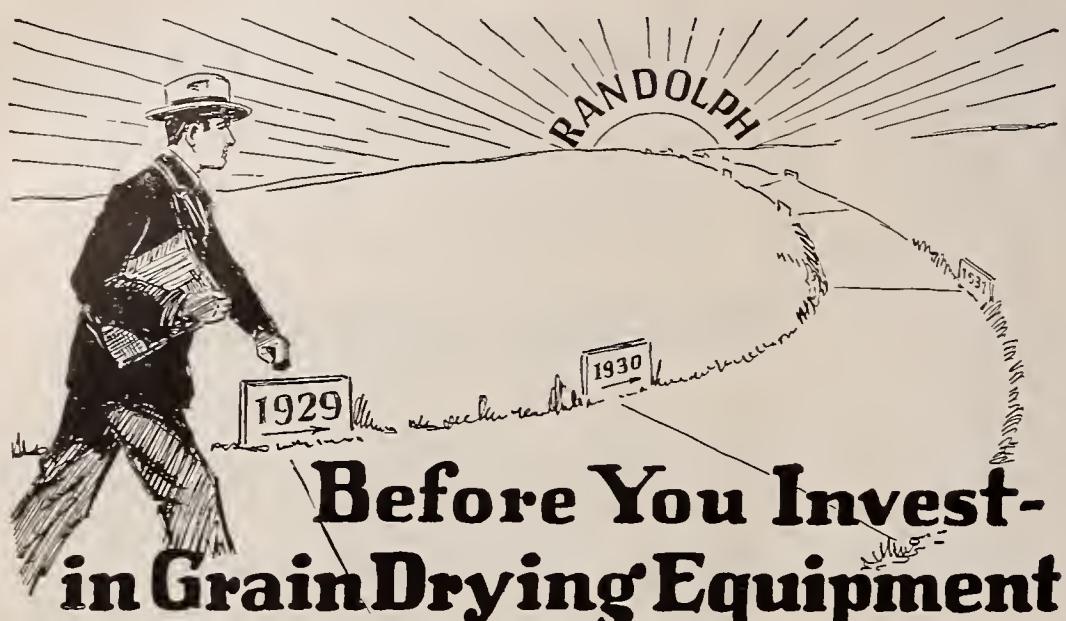
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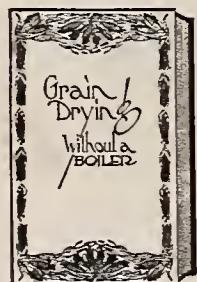
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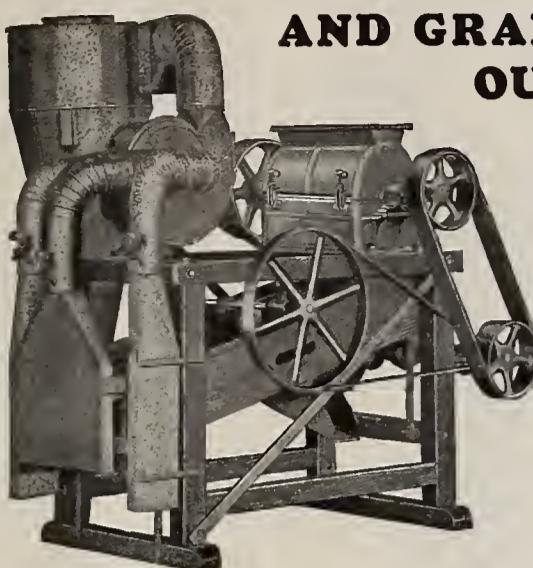
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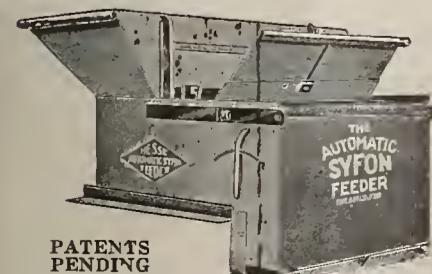
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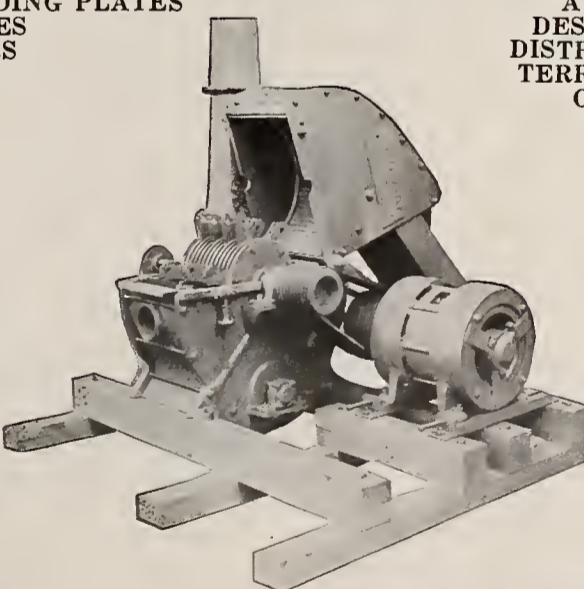
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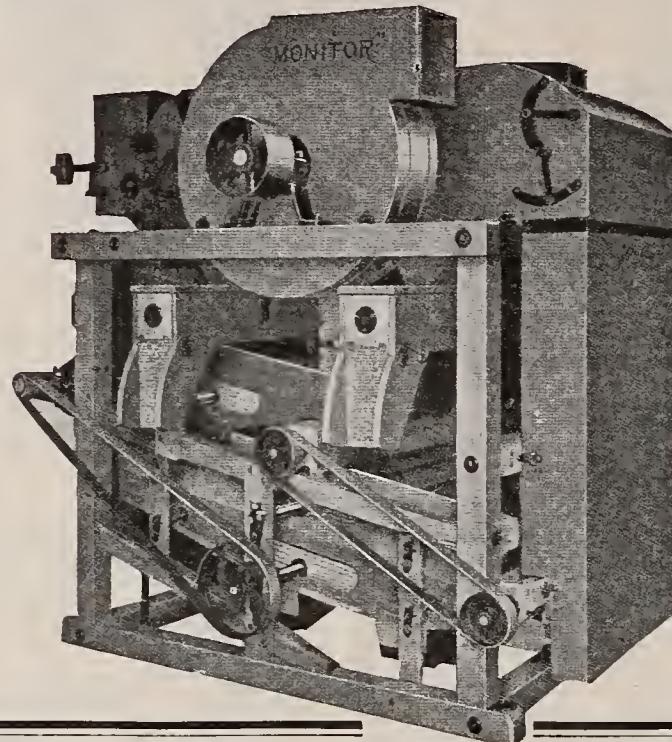
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Established in 1882.

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CHICAGO, ILLINOIS, NOVEMBER 15, 1929

NO. 5

Portland Elevator Shows Northwest Way As Grain Exporter

Rises from Struggling Young Firm in Nineties to Portland's Foremost Grain Shipper in 1929

BACK in the days often referred to as "the gay nineties", when folks sang such tunes as "We Never Speak As We Pass By", and "Up In a Balloon, Boys", the partnership of Kerr Gifford & Co. was being inaugurated at Portland, Ore. From this start as a struggling concern it has grown until today Kerr Gifford & Co., now incorporated, is one of the leading grain exporters in the Pacific Northwest, and has been for the past several years.

Not only has the concern itself expanded but a chain of plants, operated by the company, has sprung up in various parts of the far Northwest. At present, it controls—in addition to the main Portland plant which recently had its storage capacity increased 18,000 bushels by the addition of 18 concrete bins—an elevator and dock, and the Albina Mills and dock in Portland; the Oregon Diamond Flour Mills at The Dalles, Ore., which was recently remodeled; the Eugene Mill & Elevator at Eugene, Ore.; and several grain warehouses throughout the surrounding territory. The organization, which was incorporated on November 1, 1917, is constantly on the watch for additional plants that may prove profitable.

The officers of the corporation are headed by the veteran Peter Kerr who so ably handles the duties of president. Knowing the grain business as he does, Mr. Kerr is in a position to keep the plants under his jurisdiction moving at top speed.

Other officers are: N. L. Leach, vice-president; P. W. Smith, vice-president; Phil Benedict, assistant manager; N. J. Barbare, secretary; and H. K. Senour, treasurer. C. C. Pagett is the superintendent.

The elevator is leased from the Portland Terminal Investment Company, a subsidiary of the Union Pacific Railway Company. It was constructed by the Union Pacific. The importance of the elevator to Portland and the Pacific Northwest may be judged by the following statement, issued by Mayor George L. Baker of Portland:

"The Union Pacific has ever been alert to the industrial promise of this community. Its activities in developing industrial districts have been an important factor in furthering Portland's industrial supremacy."

"An outstanding example of the Union Pacific's

practical foresight is the construction of the new grain terminal for Kerr Gifford & Co., recently completed and put in operation with a capacity of 1,200,000 bushels. Had not the port of Portland's grain storage capacity thus been increased it is perfectly evident that the port would not now stand high in the nation's grain exports."

Besides the offices maintained in Portland, the company has branch offices in San Francisco, Calif., Seattle, Wash., Astoria, Ore., and Vancouver, B. C. This is one of the most extensive groups of branch offices of any shipping and commission merchant's company exporting grain and flour along the northern Pacific Coast. It is probably included in the reasons why the company is given a high rating by the United States grain exporters.

exporting service may be clearly seen. The bar at the mouth of the Columbia, which caused early navigators considerable inconvenience, has completely disappeared since the completion of the jetties by the government in 1914. Instead of a bar the present day pilot finds a minimum depth of 45 feet over a fairway more than a mile wide and the entrance to the Columbia is as ample and safe as that of any harbor in the world. For 12 miles above the point where it empties into the Columbia the Willamette River is wide and deep, thereby forming an ideal and protected harbor bisecting the city of Portland and affording 24 miles of harbor frontage. There is also a secondary harbor, extending from the mouth of the Willamette five miles in an easterly direction.

The elevator is located on the waterfront at the foot of Skidmore Street, a very favorable position in which to handle outgoing grain. There are no long hauls from the company's warehouses to the dock which would take time, trouble and money.

For grain, which is mainly wheat, being sent to other parts of the state or to a different section of the country, the company uses either the Union Pacific Railway, the Southern Pacific, or the Spokane, Portland & Seattle. The Union Pacific, however, gets the majority of the elevator's inland-bound grain although the other two roads come in for their share, especially during the heavy production season.

The warehouses, having a storage capacity of 1,200,000 bushels, are included among the largest in Oregon and the territory around it. They are built both of wood and concrete, there being 30 tanks and 36 wooden bins. The storage is divided into two sections: one capable of housing 800,000 bushels in bulk and the other 400,000 bushels in sacks. The receiving capacity is 5,000 bushels an hour while twice that amount, 10,000 bushels, can be shipped out in the same length of time.

Three large double grain cleaners clean 1,200 bushels of grain hourly with the help of four No. 9 scourers and five Dawson Washers made by the Wolf Company of Chambersburg, Penn.

The plant is run entirely by electric individual unit drivers and motors. There are 51 electric



WATERFRONT ELEVATOR OF KERR GIFFORD & CO., PORTLAND, ORE.

Portland is located on the Willamette River near the point where it enters the Columbia River, about 100 miles from its mouth. The Columbia is the most majestic of the world's maritime rivers. Below Portland it varies in width from three quarters of a mile to more than ten miles. Its depth in the main channel at low water is at no point less than 30 feet and for long stretches the soundings show depth ranging from 40 to 50 feet. A 35-foot minimum depth project, recently recommended by the army engineers and Secretary of War, promises to be in full effect from Portland to the sea before the end of 1929.

The advantages of deep sea navigation offered by the Columbia River to the mouth of the Willamette, 100 miles inland, to the Kerr Gifford elevator's

motors which can develop 1,110 horsepower. A transmission belt is used throughout.

Grain is carried by 17 belt conveyors located at various points in the plant, there being approximately 8,000 feet, 36 inches wide, in use.

The unloading devices include two bulk pits with four electric power shovels. In this way the grain unloading operation is speeded up as these electric shovels work the grain into the pits which are of adequate size to meet even the peak-loads which are forced upon them at times.

The rest of the concern's machinery includes three hand scales, trucks and sack handling equipment. Fire protection is provided by an automatic sprinkling device that sprays water over a certain area when subjected to sufficient heat produced by a blaze somewhere near at hand.

Even now the city of Portland is growing as its great waterway system constantly pushes it to the fore. And concurrent with its rise is that of Kerr Gifford & Co., which is not only growing with the city but helping materially in its development.

The Quality of 1929 Hard Red Spring and Durum

By FRED G. SMITH*

FEDERAL Grain Supervisors in the important Spring wheat markets, report that the 1929 Spring and Durum wheat crops are of choice quality, containing an unusually high percentage of protein of desirable quality. The yield per acre throughout the Spring wheat territory was generally much lower than last year, due to lack of moisture during the growing season. The dry period continued during most of the harvest and consequently the 1929 Spring and Durum wheat crops are unusually free from moisture and weed seeds. The average percentage of dockage in Spring and Durum wheats is less than last year, due mostly to the dry weather which retarded the growth of weeds in the wheat fields. The wheat is also unusually free from sprouted, bleached, or frosted kernels.

Although the high protein content and the generally good quality of the 1929 Spring and Durum wheat crops are due to climatic and soil conditions, there is much that the producer and handler of grain can do to further improve the quality and grade of Spring and Durum wheats, particularly in years when weather conditions are less favorable. The test weight per bushel and protein content are fixed before harvest. The dockage and other weed seeds which are not readily removed by cleaning machinery are largely controllable factors. Obviously, the first step is to sow clean seed, of a pure variety, free from foul seeds and other kinds of wheat. Enormous losses in freight and price result annually from the failure to clean wheat which can be profitably cleaned before it is shipped to the terminal markets. A considerable percentage of the Durum wheat which reaches the terminal markets is graded mixed wheat or reduced in grade because it contains mixtures of other kinds of wheat, usually Spring wheat.

The Federal supervisors also report that the 1929 Spring and Durum wheat crops contain much less very smutty wheat than last year. This indicates that the farmer can improve the quality of his crop by treating the seed to prevent smut.

Several agencies are conducting active campaigns to assist in the introduction of pure seed, thus preventing the losses due to inferior quality and mixtures of other kinds of wheat and other grains. The full market value of good and superior grain can only be obtained by the producer, through grading at country points. The producer of clean grain of pure variety and high quality can thus secure a price commensurate with the value of such grain in the terminal markets.

Country grain dealers throughout most of the Spring wheat territory have shown great interest in learning how to grade grain under the Federal standards. Many have attended grain grading schools held in the Spring wheat states. The well-informed farmer can satisfy himself that his grain is properly graded and that he obtains the price to which he is entitled. In case of disagreements as to grade between dealers and farmers, an agreed sample can be submitted to a grain inspector licensed under the United States grain standards act, who will grade the sample for a small fee.

The movement of the Spring and Durum wheat

crops to the terminal markets has been retarded this year by a heavy early movement of Hard Red Winter wheat to the Spring wheat markets. This grain moved before the Spring wheat was harvested and thus reduced the available storage space. Fortunately, the Spring wheat territory, especially in Minnesota and the Dakotas, has considerably more storage at country points than in the newer Hard Winter and Spring wheat territories to the west.

Federal supervisors in all the markets report that the 1929 Spring and Durum wheat crops are of excellent keeping quality and that very little damage is likely to result during storage on farms and at country points. The wheat is drier than usual and unusually free from damage and weed seeds. However, if there are any small sections where rain during harvest resulted in the storage of damp wheat, it should be given close attention and the necessary handling to prevent heating and the development of musty odors.

Supervisor Miller, of Minneapolis, reports that while last year's crops of Durum and Spring wheats contain relatively high percentages of damaged wheat, especially frost damage, so far the 1929 crop is unusually sound in character and condition. The moisture content of this year's wheat crop will probably prove to be from 1 to 1½ per cent less than the average, with a much smaller percentage of the wheat receipts showing higher than usual moisture content. Due to the deficiency in moisture during the growing and harvest reason, weeds did not develop and therefore the wheat is much cleaner than usual, and the percentage of dockage assessed is very much less, probably between 1 per cent and 2 per cent less than average, judging from the grain so far received. There is much less very smutty wheat in the 1929 crop of Durum and Spring than was true of the 1928 crop. Even the wheat graded smutty contains less smut than last year. The protein content of this year's Spring wheat is probably nearly 1 per cent higher on the general average than was true of last year's crop. The quality of the protein is excellent. The test weight per bushel of the Spring wheat crop is good, but probably one pound less on an average than the 1928 crop. Foreign material is a grade determining factor only in a relatively small number of wheat receipts and consists mostly of short barley and rye. Only rarely is the Minneapolis market receiving cars of wheat containing an appreciable amount of wild peas and corn cockle. Mr. Miller says also that it is interesting to note that last year's Spring wheat crop consisted of about 80 per cent Northern Spring subclass, and approximately 20 per cent Dark Northern Spring subclass, while this year's crop is practically reversed. The 1929 Durum crop is showing 26 per cent Amber Durum, as compared with 7 per cent last year. About 36 per cent of the Durum is graded Mixed Durum this year, as compared with 29 per cent of the early receipts a year ago. During September, 1929, only 7 per cent of the Minneapolis Durum receipts were graded durum subclass, as compared with 28 per cent the first three months of the 1928 crop. Thirty per cent of the Minneapolis September Durum receipts grade Red

Durum this year, which is about the same as last year.

Supervisor Shea of Duluth says this year's crop is far superior to last year's, both in protein content and quality. In fact, the average protein is so high that there is little or no premium offered for high protein wheat. Moisture is so low that it is not considered a grading factor this year. Foreign material is an important factor due to the extreme dryness of the wild oats in the wheat, which are hulled out during handling and can not be cleaned out as dockage. The Durum is of very good color and a large per cent is grading amber in comparison with only a small percentage last year. There is an absence of damage this year as compared with the previous crop.

Supervisor Skelton of Great Falls, Mont., reports that in that state the Spring wheat crop is of excellent quality, both in grade and protein content. The dry harvest yielded a crop of exceptionally dry, sound wheat. It has averaged 15.25 per cent protein to date, which is approximately 3 per cent higher than the 1928 crop, and higher than any crop since protein became an important marketing factor. The movement to market has dropped off decidedly since the middle of September. There has been more storing of grain at country elevators and on farms than during any previous year for which he has records.

Supervisor White of Portland, Ore., reports ideal harvesting conditions in the Spring wheat territory in the far Northwest, without the damage due to excessive rainfall which has delayed harvest and resulted in low grades on moisture during the past few years. Mr. White reports that the Montana Spring wheat for the first three months of the 1929 crop graded 71 per cent No. 1, 18 per cent No. 2, and 10 per cent No. 3, with 1 per cent No. 4, and less than 1 per cent No. 5. Owing to the high quality of practically all Spring wheat, Montana dealers are not paying the usual premiums for high protein.

The quality and condition of the 1929 Spring and Durum wheat crops being excellent, leads many to forget the difficulties encountered with the average crop. The good crop provides clean seed of pure variety in any desired quantity. Starting with seed treatment and good seed, much can be done to improve the general average quality and grade of future crops. This year's good crop is easily graded and therefore offers an unusually favorable opportunity for extending the benefits of inspection and grading through the country grain dealer, to the producer.

U. S. TO BUILD ELEVATORS "WHERE NEEDED"—LEGGE

Elevators for storage of wheat and other grains will be constructed where needed as soon as possible after the Bureau of Agricultural Economics completes its survey of the storage situation over the country for the Federal Farm Board, it was stated orally, November 11, by the chairman of the board, Alexander Legge.

Administration of the wheat elevators, it was explained, will be under direction of the Farmers National Grain Corporation, established with the help of the board, and loans for construction of the storage facilities up to about 80 per cent of the cost of construction are available from the board.

Mr. Legge said that the erection of these elevators would be a gradual development, that the board would "pick out the places where we're sure they are needed." He stated that up to the present the worst situation had been in the Gulf area. This is being relieved, Mr. Legge declared, by construction of the \$5,000,000 elevator at Galveston.

After November 13, according to the chairman, William F. Schilling will be the only member of the board remaining in Washington for the following two or three weeks. Mr. Legge said that the other members of the board would attend farmers' national meetings and cotton, grain and livestock conferences in Chicago, Denver, Seattle, Omaha, Wichita and San Angelo, Tex.

*Federal grain supervisor.

Psychology as a Sales Agent

The Art of Convincing the Farmer That He Needs to Buy
Your Sideline Is a Fine One

By W. HAHNE

IN A little brick building in the small town of Webster City, Iowa, there is a tiny office. Over the door is the sign, "Farmers Grain Company," in large gold-colored letters. Few people of the town realize what an enormous business this company does. But, day after day, rolls and rolls of fencing are sold and the once infant business of wire selling has grown into a lusty child.

Success in salesmanship, according to H. W. Cramer, in charge of fence sales for this company, is due to a certain intuition which tells the salesman just when a person is "sold". Psychology plays a tremendous part in selling; at least Mr. Cramer has found it so. No two individuals are the same and the selling approach for each must be one that appeals to his particular personality. There are few people who do not have intense interest in one special thing and if this interest can be found—and it usually can, for most people enjoy talking about themselves—it is wise to use it as a foundation on which to build up the sales talk.

An air of friendliness and courtesy seems to radiate from the entire establishment of the Farmers Grain Company. The customer is made to feel at home by being made to feel that his problems are the problems of the company. It is only natural, then, that he in turn becomes interested in the

of the main topics Mr. Cramer uses in his conversation. He also stresses livestock raising, especially blooded stock and dairy cattle as the best means for soil-building and crop-improving.

In his chats with the farmer he brings out the facts of grain saving by using fencing. The farmer must be shown and Mr. Cramer has statistical evidence gathered by colleges, universities, experiment stations and fencing companies that shows in round numbers how much can be saved.

Another device Mr. Cramer uses consists of placards or slogans, something to start the farmer thinking and get the conversation rolling. Almost before the man realizes it, he is buying wire to fence in his livestock more securely.

NO PRICE CHANGES

Many times an individual is not in the buying mood and no sale is even attempted but in all his



H. W. CRAMER TAKES A MOMENT OFF DUTY

conversation Mr. Cramer lays a foundation for future buying and indirectly leads the prospective buyer to make a purchase as soon as possible.

Under no conditions are prices cut. The regular fencing prices are chalked up on the bulletin board and remain the same throughout the entire year, unless, of course, some change is made in the price from the source of supply. A fair and reasonable price is charged at all times and by the use of the bulletin board the purchasers can see prices for themselves.

More wire is sold in the spring and fall, the largest sales occurring after harvest in the fall when the farmer fences in the stubble for pasture. Even at this time no inducements are offered on wire to increase sales. Neither is a special effort made at this time to "talk up" fencing, but this period has been a goal toward which to work during the year and sales at this time often are due to climaxing of the various interviews with the buyer.

An important asset to Mr. Cramer is found in the person of H. J. Peterson, salesman for the fence company from which Mr. Cramer buys. Mr. Peterson lives in Webster City and is well known in the community. As he is constantly traveling he is able to give Mr. Cramer much valuable information and many new ideas. He believes it is the duty of the traveler to aid the local dealer as much as possible.

Personal salesmanship is not the only thing in Mr. Cramer's merchandising. He is a firm believer in the by-word of the modern age—"it pays to advertise". The local newspapers and other channels of local advertising are used freely. Direct mail advertising has also been found very profitable. A mailing list is obtained from the wholesale house

which makes it possible to enlarge the selling territory. The system of advertising by mail comprises a series of three letters sent to each land owner. For the most part these letters stress crop rotation as the main talking point.

Fencing is more or less a staple commodity and increased sales can result only from making the farmer see the advantage of buying it when the salesman thinks he should.

ROYAL COMMISSION LAUDS
POOL ACHIEVEMENT

An extract from the final report of the Saskatchewan royal grain inquiry commission recounts some steps in pool progress as follows:

"Although in operation for a period of only five years, it controls by virtue of its inherent worth and appeal, and without any compulsion, 55 per cent of the crop grown in the prairie provinces. It owns and operates about 1,435 country elevators out of a total of 5,042 spread over the prairie provinces and, in addition, it owns a large percentage of the large terminal elevators. It has taken a leading part in helping to open up markets for the prairie grain in China and Japan and other countries, and has placed its handlings in over 60 different ports in Europe. It has, by its large control of grain, been able to carry out a system of more orderly marketing and thereby helped to promote stability in prices. It has been and will be a great force in bringing about remedial legislation in the interest of the producer, not only in connection with the Canada Grain Act, but in other legislation as well.

"It has enabled its membership to feel that the marketing of their grain is in the hands of men who are capable, who understand world conditions, and who have no interest to serve except that of the producers. It has, by operating in a large way, been able to operate in an economical way. It has enabled its patrons to share in all terminal elevator earnings. It has stimulated and helped in a movement for promoting clean and pure seed and special varieties of grain suitable to the soil and climatic conditions. It has provided a grade checking department whereby every sample of wheat pooled is checked over after inspection, and a reinspection or appeal is called for whenever it is in the interest of the grower that such should be done.

"It was the first to introduce and install the automatic sampler in its terminals, an instrument which will soon be of general application and mean much to a correct system of grading. It requested and helped bring about through the National Research Council co-operating with the Agricultural Departments of the Western Universities a scientific investigation into improved methods for drying tough and damp grains which will be of incalculable benefit to producers."

The report also states that the pool showed the way for settling with the farmer for mixed grains on the basis of separations where such separations are possible, and thereby saving to the farmer as much as \$300 per car.

MILLS SHOW WHEAT STOCKS

The November report of E. S. Wagner, acting secretary of the Millers National Federation, indicates stocks of wheat for mills reporting on September 30, of 117,400,251 bushels. This includes wheat in elevators, mills, in transit, and bought to arrive. Mills participating in this check-up represent about 60 per cent of the national flour milling capacity.

These stocks, according to Mr. Wagner, are greater than for any period of which there is record—enough to run the mills 24 hours a day from October 1 up through the entire first week in December.

ALL restrictions on grain exports from Poland have been removed. Efforts to renew the export tax on wheat which expired September 1, have failed.

FARMERS GRAIN ELEVATOR COMPANY,
WEBSTER CITY, IOWA

company. Human nature is such that interest and enthusiasm in our work is easily reciprocated.

Mr. Cramer has been eminently successful in the sale of farm fencing because he has abundant personal contact with the farmer. In connection with fencing he sells feeds, seeds, flour, etc., and buys grains. He believes that the tie-up with these products makes it possible for him to keep up large wire sales. Farmers who perhaps had no intention of purchasing wire will often turn their grain checks back to him for fence after a few minutes general talk concerning the grain crop and the possibilities of saving more of it on their own particular farms.

His sales do not depend so much on his knowledge of wire but on his ability to talk fluently and intelligently on farm products. He knows feeds, seeds, cattle, sheep and hogs. Crop rotation is one

The St. Lawrence Grain Route As Viewed Under Normal Conditions

Present Grain Tie-Up in Canada Deemed Only Temporary; Comparable to Strike or Lockout, Declares Head Engineer

By L. COKE-HILL

Chief Engineer, John S. Metcalf Company, Ltd., Montreal

WHEN I undertook to read a paper upon the grain ports of the St. Lawrence River,* I fully intended attempting to impress my audience with the tremendous and unparalleled volume of the flow of grain through the elevators at these ports, and it is somewhat humorous commentary upon the instability of human affairs, that since then this tremendous volume has almost entirely ceased to flow—not because the grain has not been grown or because it has gone by other routes—but simply and solely owing to the fact that the world surplus of the last season has caused an almost universal drop in price to a point at which the Canadian farmers' organization refuse to sell. Whether the world market or the Canadian farmers will get hungry first, remains to be seen; it certainly will not depend upon any fixed idea as to price, but entirely upon the weather and the resultant world crops.

Ignoring the present damming of the flow of grain, however, which, after all, is merely a temporary matter having many of the salient features of a

it become of supreme importance and, apparently, the final test in any port that is paying its way, is, "What does the public pay for the transfer from the cars or barges, in which the grain arrives at the port, to the elevators, and for its storage in the elevators and re-shipment to ocean vessels?"

The Montreal Harbour Commissioners' annual report, for 1928, gives the total deliveries of grain as 211,295,783 bushels, and the total income for the grain elevator system as \$2,656,659.99, from which we see that the actual cost to the public was almost exactly 1.21 cents per bushel and as the storage capacity of these elevators was 12,162,000 bushels in 1928, it follows that they were filled and emptied 17.5 times in the season. The capacity of the elevator system of Montreal was increased in the fall of 1928, by the completion of No. 3 annex, to 15,162,000 bushels.

As the season during which grain shipments can be made by water at or from Montreal is only seven months, i. e., from May to November, inclusive, it follows that an average rate of shipment was 1,000,-

time, was an up-to-date method in the time of the Egyptian ruler, Tutankhamen; it is only ludicrous in the age of mechanical handling of materials.

In the bulk-handling system used in Canada, from the moment the grain from the farm is delivered in wagons to the small country elevator and



CAR SHAKER IN OPERATION

emptied into hoppers below ground, to the time that it lies in the hold of a vessel en route for Liverpool or some other port, it is never touched by hand. The only manual labor involved consists of pulling levers to open and shut valves or in turning a revolving spout, to connect to another spout, which in turn feeds to bins, elevator legs, etc.

Grain may be received at all the St. Lawrence port elevators either by rail or barge, the propor-



SHOWING 2,000,000-BUSHEL ADDITION AND NEW MARINE TOWERS OF QUEBEC ELEVATORS

strike or lockout, I propose to view the St. Lawrence route as it normally functions, that is, as the greatest system of ocean grain ports in existence.

The amount of grain shipped through the various Atlantic ports in 1928, was as follows:

Montreal	211,295,379	Bushels
New York	84,782,462	Bushels
Baltimore	24,167,184	Bushels
Galveston	22,432,287	Bushels
West St. John	9,414,899	Bushels
St. John	9,824,626	Bushels
Halifax	2,305,107	Bushels
Quebec	10,263,082	Bushels
New Orleans	15,336,537	Bushels
Philadelphia	13,240,767	Bushels
Boston	5,260,227	Bushels
Norfolk, Va.	4,054,662	Bushels
Portland, Me.	2,992,349	Bushels

From this table it will be seen that the port of Montreal shipped considerably more than all the other Atlantic ports combined.

When the volume of a commodity, such as grain, through one port, reaches a figure of 211,000,000 bushels, or approximately 6,000,000 tons, per annum, it is obvious that economical methods of handling

000 bushels per day during this period. The maximum quantity handled in one day, viz., September 9, was 1,760,417 bushels received and 2,245,316 bushels shipped.

METHODS OF OPERATION

Although it is, I think, certain that there is no official of a North American port unacquainted with the principles of an elevator system, there may be some visitors present who are not so familiar with these artistic structures as we are on this continent, and I will therefore give a very brief resume of the methods of operation:

Previous to the introduction of the bulk handling system, grain was and still is, in many countries, handled in bags. To attempt to handle a large grain crop in bags is about as economical as attempting to provide a city water supply in buckets instead of through water mains, but, unfortunately, not so rare an occurrence. The grain is semi-fluid, and the bulk handling system takes advantage of this fact.

The use of manual labor is sacking and wheeling the full sacks around, loading into wagons, unloading, piling and emptying the sacks time after



CAR SHAKERS WITH CLAMPS RAISED

time of either varying from year to year. At Montreal, in 1928, the relative receipts were: Rail, 30,231 cars or 53,887,651 bushels; water, 2,156 vessels or 163,429,223 bushels.

Practically all grain cars received at Montreal are discharged by means of car dumpers or car shakers. The method of operating the Metcalf Car Dumper, in outline, is as follows:

The car is hauled onto a platform about 50 feet

*Read before the American Association of Port Authorities at Quebec.

long, across which the rails run, so that when the dumper is not in operation, the end of the rails upon it are in line and continuous with the track at either end of the platform.

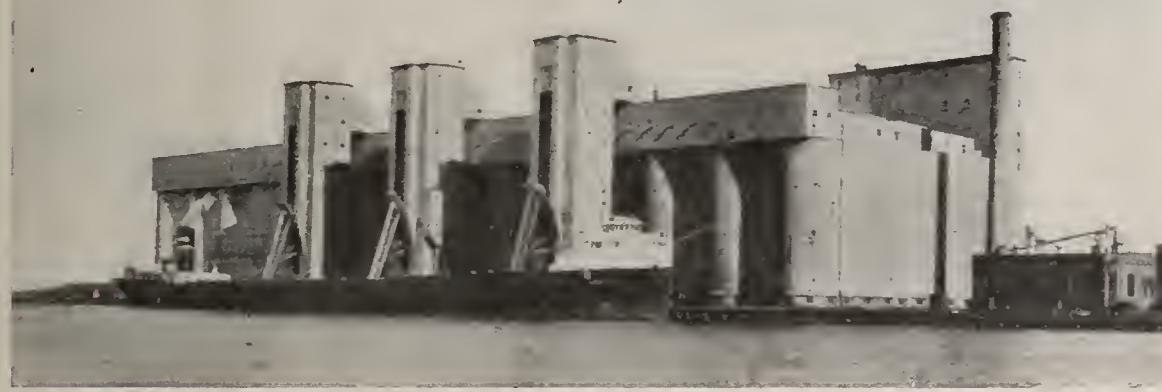
The car to be unloaded, having been run onto this platform, is automatically clamped into position, raised 10 feet into the air by means of wire cables, at the same time being tilted sideways, and the grain door rammed in. The platform, with the car upon it, is then tilted endways, first in one direction and then in the other, until all the grain has run out into a pit having a hopped bottom below rail level. The grain is drawn off from this pit onto a belt conveyor, which carries the grain into the elevator, where it is raised by a leg and distributed to the bins in the usual manner. One of these car dumpers is capable of unloading seven

barge, from which it elevates the grain at a rate of 15,000, and in some cases 20,000, bushels per hour. After weighing, it is generally discharged to belts running in receiving belt galleries to the elevator. Sometimes, it is discharged to belts running in tunnels below the marine tower.

The entire system of an elevator is based upon lifting the grain by means of what is known as an elevator leg, or lifter, to the top of the building, sometimes nearly 200 feet above ground level, and distributing it from this point by gravity. The units of the elevator leg are a large pulley at the top or "head," and a small pulley at the bottom or "boot;" over these pulleys is operated an endless rubber belt, carrying sheet-metal buckets spaced about a foot apart. Loose grain flows to the boot through a spout, and the buckets attached to the

The method of receiving grain by rail is common to inland terminal elevators and port elevators, but shipping grain out of an ocean port elevator is not quite so simple a matter as is the case at a terminal elevator situated on the Great Lakes. In the latter case, the vessel lies alongside and close up to the elevator and the grain is delivered direct from the bins through spouts direct to a number of hatches of the specially constructed grain boat. The ocean vessel, however, frequently has general cargo to take on as well as grain, and to lie alongside the elevator to take on her grain cargo would entail moving her from the freight shed to the elevator, and a consequent loss of the time during which grain was being loaded, but although the vessel cannot come to get the grain without loss of time, the grain can be taken to the vessel and loaded simultaneously with the general cargo. This requirement is met by the system of belt galleries running out from the elevator over the freight sheds, from which the grain is discharged to the vessel berthed there. The galleries system of the port of Montreal is by far the most extensive in existence; there are more than 20 miles of belt conveyor in that system.

The St. Lawrence grain route may be said to commence at Port Colborne, at the head of the Welland Canal, for it is at that point that the grain cargoes of the lake vessels from Port Arthur, Fort William and Duluth, destined ultimately for European ports, are split into two main streams. One portion of the main grain stream is transferred from lake vessels at Buffalo to rail, or to barges small enough to pass through the Erie Canal to Albany, and from that point to New York, via the Hudson River; the other portion of the main grain stream is transferred, in a like manner, from the lake vessels at Port Colborne to barges of a size that will pass through the present Welland Canal across Lake Ontario into the St. Lawrence, and through the various canals which by-pass the numerous rapids of that river, the last of which is the Lachine Canal, which terminates in the port of Montreal. The barges are discharged either at Montreal or Quebec, by means of the marine legs previously described, and the grain is transferred



CANADIAN PACIFIC RAILWAY COMPANY'S ELEVATOR AT PORT McNICOLL, ONTARIO

2,000 bushel cars per hour, or over 8,000 tons of grain in 20 hours, if it is worked continuously, a condition quite common in a terminal elevator in the busy season. The installation at the harbour commissioners of Montreal grain elevator No. 3, at Baltimore, and at Kansas City, has each a battery of four of these dumpers, which gives a combined unloading capacity of over 30,000 tons in 24 hours. The existing Halifax elevator and the new elevator at Sorel are also being equipped with these machines at the present time.

NEW DEVICE—THE CAR SHAKER

Although the car dumper just described has proved itself highly efficient, it is not possible to install it, or any other form of tilting dumper, inside an existing elevator where head room is limited. As a large number of cars are at present unloaded by shovels over pits which are situated inside the elevators, it was necessary, in order to substitute mechanical unloaders at these points, to design a machine which would take up little, if any, extra space above, and a limited amount below, rail level.

These conditions are met by the car shaker. The essential elements of this machine consist of two clamps operated by a threaded shaft, the revolution of which draws the clamp carriages up against the bumpers of the car. The clamps are then reciprocated rapidly by an eccentric with 3-inch throw, making over 100 revolutions per minute. This reciprocating motion is applied to the car as soon as the door has been opened, and the first rush of grain due to its removal, has stopped. The remainder of the grain is then rapidly shaken out of the car by its reciprocation, as the flowing properties of the grain cause it to subside to the lowest point, there being no exit for it other than the open doorway.

Six of these machines have been installed at the harbor commissioners of Montreal elevators, and are now working very successfully. A machine of this type is at present in course of construction in the port of Quebec.

The grain that is conveyed from the head of the lakes by the all water route is received at the St. Lawrence river ports in barges, and elevated from these by means of a marine leg situated in a marine tower, which may be either fixed or travelling. The marine leg is swung out from the tower on the end of a boom and lowered down into the hold of the

belt, traveling continuously over the pulleys, at a speed of about 700 feet per minute, catch up the grain, raise it to the head pulley at the top of the building, and, by inversion of the buckets over this large diameter pulley, throw out the grain through a discharge spout into the garners over the scales, through the scales, and into the bins, where it is stored. These bins consist of groups of high, concrete, tubular structures, 80 to 100 feet



NEW TRAVELING MARINE TOWERS OF QUEBEC ELEVATOR

in depth, and either square or circular in plan. Bins of 100 feet in depth by 25 feet in diameter, in groups of 50 or more, are common; each of these bins will contain 1,000 tons of wheat.

As the area of a large number of bins is too great to allow spouting direct to them from the leg heads, unless these were carried to an immense height, it is usual to convey the grain from underneath the scales over the bins on endless bands, and discharge to bins at convenient points, thus limiting the height of leg above the bins to that required by the scales and garners and the spouts above to feed to them and the depth required below to spout from the scales to the distributing belts.

at these points to ocean vessels by means of the grain galleries.

I think that anyone looking at the map of these waterways, will be inclined to ask the question, "Why do they not bring the lake vessels through the canals to Montreal or Quebec?" The answer is this that a lake vessel is big enough to carry about 500,000 bushels, but the locks of the present Welland and other canals on the St. Lawrence route give a draught of only 14 feet over the sills, and, consequently, will not admit a barge of over 100,000 capacity. The next question that would naturally follow would be, "Why not make the canals big enough to permit the lake vessels to pass through?"

What with the Georgian Bay Canal, the new Welland Canal, and the St. Lawrence deep waterways projects, there has been no lack of talk upon such schemes for the last quarter of a century and more; indeed, the last of these projects goes further than allowing the lake vessels to come down to the St. Lawrence ports, it contemplates the ocean vessels going up to the grain ports at the head of the lakes.

Up to date, the actual work done upon any of these projects is that upon the new Welland Canal, which is well advanced and is due to be opened in 1930. This new canal will be large enough to permit lake vessels to pass to Lake Ontario, and there is already an elevator being built at Prescott, at which point it is proposed to transfer from lake vessel to barge, as is now done at Port Colborne. This new canal and elevator at Prescott will not alter the system of transferring from lake vessel to barge, it will only alter the point at which in part it takes place. The alteration to the system will come when, and if, the St. Lawrence deep waterway is carried down to Montreal; then the grain may be transhipped once instead of twice, as at present. Of course, there would then be no physical obstacle to an ocean vessel from Liverpool sailing up to the head of the lakes, taking on a grain cargo, and sailing clear back to Liverpool, but there may be very good financial reasons why she should not do so.

UNDERESTIMATE GRAIN POSSIBILITIES

As a general rule, I do not think the people of this continent can be justly accused of underestimating their future commercial development, but I do

know of one case, within my personal observation, when they failed to guess within gun shot of it.

It is 26 years ago since I sailed up the St. Lawrence to Montreal for the first time. I found that the public held somewhat optimistic views as to the future of the St. Lawrence route, and the wheat



SHOWING THE SHARP ANGLE AT WHICH THE CAR IS PLACED BY THE CAR DUMPER

producing capabilities of Canada. Some of the bolder spirits even went so far as to dream of a day when Canada would produce a crop of 100,000,000 bushels of wheat; last year's crop was over 500,000,000 bushels.

The entire grain handling equipment on the river 26 years ago consisted of two or three rickety old wooden elevators. These have since been torn down

and replaced by the gigantic concrete structures and steel grain galleries that were to play such an important part in converting the St. Lawrence into the greatest grain route the world has yet known, and thereby helped to make a dream come true—500 per cent. true.

Up to the present season the grain handling facilities at the port of Montreal have been so far ahead of those at any other point on the St. Lawrence, that Montreal and the St. Lawrence grain route were almost accepted as synonymous terms. This season, however, has seen a change in this respect; the ancient city of Quebec, having apparently come to the conclusion that the grain trade is a desirable asset to the port, has embarked upon an extensive construction program to handle that trade. An additional storage of 2,000,000 bushels was added last season, thus making a total of 4,000,000 bushels; also two traveling marine towers and a new shipping gallery to two berths for ocean going vessels, were built, with additional cross galleries. A car shaker is in course of erection, and the old elevator and galleries have been remodelled to allow for the additional flexibility of the entire system.

It is a somewhat unfortunate circumstance that the blockage of the export trade from Canada should have coincided with the opening of the increased handling facilities of Quebec; this can be but a temporary halt, however, and with the resumption of the flow there does not appear to be any natural obstacle to the growth of the grain trade at the port of Quebec on a par with the extraordinary growth of that at the port of Montreal.

against the putty bedding. As soon as the glass has been pressed and rubbed into place, fasten it well with a sufficient number of glazier's points, and, as soon as the entire sash has received its glass, pull the sash partially off the bench, reach under and carefully trim off the projecting excess of bedding putty, using a putty knife for this purpose. Do not daub the glass with excess putty.

"Be very careful when driving the points," said Big Bill, "to drive them deep enough so they will never be hit by the putty knife when running on the putty. Mix the putty for glazing, a little stiffer than that used for bedding, but do not try to work with putty which is too stiff to work easily under the putty knife. Put the glass in as described above, on clean, painted wood, well bedded, and with some white lead paint on the putty and you will never again be troubled by putty scaling off the sash. When you have to dig that putty off with a chisel, in order to reset a broken pane of glass—then, Mr. Osborne, your workmen will cuss that putty heartily. It won't scale off. It will have to be cut and scraped from the wood, everywhere."

REPAIRING WINDOW SASH

"Hello," said Mr. Davis as they came to a window with the upper pane of glass propped on a piece of board. "Here is the sash from which the meeting rail fell off. Now, to reset that sash, let's first see how rotten it is. Sometimes, water soaks into the corner of a sash unprotected properly by paint and putty, and the corner of the sash may be found badly rotted, sometimes necessitating a part or the whole of the sash being replaced by new wood."

"There are several ways of repairing this sash," said Mr. Davis. "We can put in some common glue and bore it and drive a couple of pins in each corner of the sash. Or, we can force the sash corners back into shape without any glue and pin them securely. This will hold the sash together for years or until the pins waste away or rot off."

"Here is another window," said Big Bill, who had been looking around, "in which the corners of the sash have started to come apart and where the rails have rotted slightly although still sound enough to hold a pin for a year or so, but evidently bound to rot out in the corner mortise before many years. Here, I will show you how this sash can be made to last for several years, then you can try the way I show to you, or use a modification of it in the other sashes which are falling apart."

The meeting rail was so loose in this upper sash,

Hints for the Elevator Millwright

Big Bill Davis Shows Elevator Man How to Guard Against Troubles Caused Through Wintry Conditions

By JAMES F. HOBART

IT WAS early on a Monday morning that "Big Bill" Davis appeared at the Osborne elevator in answer to Mr. Osborne's query concerning falling putty. There was a lively breeze blowing and many panes of glass could be heard rattling in the sashes, the glass evidently being held there only by the metal points with which the glass had been fastened before putty had been applied.

Mr. Davis called Mr. Osborne's attention to the peculiar appearance of the sash where the putty had peeled off and showed him that the wood presented a queer water-soaked appearance, and that there was a sort of film of weathered wood covering the putty space where some of this coating could be readily scraped off with the finger nail. Mr. Davis remarked that it would be impossible to make putty adhere permanently to wood covered with such a coating and told Mr. Osborne that if he desired to make a first class, permanent job of glazing the sashes, that the glass should be removed, the rabbets for the glass carefully scraped clean, and then "primed" with pure white lead and linseed oil. Mr. Davis added to this last remark by saying how "pure" linseed oil was to be obtained was something of a problem, for Government statistics showed that several thousand gallons of "pure" linseed oil were annually used in the United States, in excess of the total amount of linseed oil produced by the entire world!

The handy man of the elevator had one of the common three-cornered scrapers so much used by plumbers, and this tool was sharpened by grinding and with it all the loose weathered wood was scraped out of the rabbets in which the glass was placed. Mr. Davis directed that the bottom of the rabbet, upon which the glass rested, be well scraped as well as the side of the rabbet to which putty was to be applied. Mr. Davis did not like the manner in which the three-cornered scraper did its work. The point was apt to dig holes in the wood, and only one side of the rabbet could be scraped at a time. Mr. Davis asked the handy man if he had a wornout plane-bit and upon one being produced, Big Bill ground a bevel on the sides of the

bit, so that two sides of the rabbet could be scraped at the same time, and without danger of digging grooves in the wood with the pointed corner of the scraper.

As soon as a sash had been well scraped, Mr. Davis directed that it be given a thin coat of pure lead and raw linseed oil, well rubbed in and spread around with the brush. A coat of thick paint should not be applied, he directed, as a thin coat would "strike into the wood" better and anchor itself more effectually.

"It will do no harm for the priming coat to dry for several days," said Big Bill, "but if necessary, you can go ahead with the glazing after the sash has stood for a couple of hours after being painted."

Mr. Davis then advised Mr. Osborne that if he did not greatly mind a little extra expense, some putty could be made which would not flake off in 50 years. "That is the putty I am after," said Mr. Osborne, "where can I get it?"

"Then," said Mr. Davis, "as you will probably need about four pounds of putty on this job, get a pound of pure white lead and about a pint of pure linseed oil, (boiled oil is best) and two pounds of good whiting. Spread the whiting thickly on a wide board or on a piece of sheet zinc or tin, place the white lead on the whiting, cover it with more whiting and proceed to work the whiting into the lead. As soon as it becomes too stiff to work easily, add some of the linseed oil, only a little at a time, or you will have a nasty mess and work in more whiting. Continue until all the whiting or oil has been used. They may not both come out even, however. Make up the putty as soft as it can be handled, and particularly soft for the first operation, which is bedding the glass. Spread the putty as evenly as possible, about a sixteenth of an inch thick over the bottom of the rabbet, where the glass is to lie, then press and rub a pane of glass into the soft putty bedding, taking care to place each pane of glass hollow side downward. There are but very few panes of glass which are not concave on one side and convex on the other side, and the concave side should always be placed downward

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that Mr. Davis pushed the rail down and out of its mortises without trouble, the glass remaining in position as long as the remainder of the sash was not shaken. It was found that the stile-tenons of the rail were good and sound, but the lower end of the rails were soft and undeniably "dozy". Mr. Davis pressed the rail back into place as far as possible with his hands, then cut two strips of board, one about three feet long, the other nearly long enough to reach from the window stool to the meeting rail of the upper sash, the lower sash having been removed from the window.

One piece of board was laid across the window stool cap, the other strip of board placed with one end upon the first strip of board, the other end under the loose sash-rail. A gentle pry with the board across the window sill, forced the sash rail and the glass upwards a little and nearer to their proper position. Then a narrow strip of board, placed on the window sill under the lever, formed a bite which enabled the rail and the glass to be pushed upwards, still further into place. Gentle tapping with a nail-hammer against the tenons at the ends of the rail helped get them still further into place and in a short time the rail had been worked back until it was fairly in position again.

Two thin board wedges were then made and driven upward, one on either side of the sash, between it and the jambs of the window frame. The wedges forced the rails into position against the shoulders of the rail tenons and also brought the stiles into contact with the window glass. At this point the shore under the upper sash was removed, the window stool lever discarded, and the shore placed near one end of the loose rail and a wedge driven underneath the shore and against the window stool, thus holding the tenon at one end of the rail firmly and squarely in place. Mr. Davis then bored and countersunk a small hole in the lower corner of the sash and screwed into the hole, a stout, flat-head brass screw which had a length a little less than the thickness of the sash. The screw served as a pin, and held the corner of the sash securely together, a screw being used for fear that driving a pin might tear away some of the tender, partly rotted wood of the sash. A similar screw was placed in the other lower corner of the sash, after the shore and wedge had been shifted to, and tightened under that corner of the sash.

Mr. Davis removed the wedges from between the sash and the window casing of jambs, then he pulled the sash down and moved it sidewise, one way and another, to make sure the sash ran freely. Then Mr. Davis pushed the sash to the right as far as it would go and placed his two-foot rule, opened half-way against the sash and the parting bead and found that the space there was about 1½ inches.

From a near-by sheet metal shop Mr. Davis found some sheet copper and sheet zinc, about 1/32 inch thick. The sheets were about two feet wide and Mr. Davis had several strips cut 1¼ inch wide, two strips for each window he judged in need of repairs. He also procured four dozen No. 3, ½ inch, flat-head brass screws. Three holes were punched near the ends of the strips to fit the little brass screws; then he countersunk the holes in the copper with a centerpunch, sinking the metal deep enough to let the screw heads in flush.

Mr. Davis placed a strip of the copper on the sash, flush with the edge of the rail on the inside, and found the metal strip could not touch and bind against the parting bead. The middle of a strip was then placed under the sash, the shore and wedge put in position and the copper strip forced against the meeting rail of the sash, and fairly in line with the edge thereof, next to the glass. Then the copper strip was carefully bent upward against the sash. Keeping the copper in close contact with the wood and hammering the point of bending lightly with a hammer, to make the bend fit as closely at every point to the sash from which Mr. Davis had shaved off a little corner, both inside and outside of the sash, in order that the copper bend need not be such an exceedingly short one. Both ends of the strip were bent up, one inside and the other outside of the sash, the shore being kept in position all the time to keep the copper in contact

with the wood as closely as possible. After the copper had been bent up and straightened as flatly as possible against the sash, and fair with the inside edge of the rail, a brad awl was placed in one of the countersunk holes and a pry taken with the awl to pull the copper as tightly as possible. Holding the awl in that position, a hole was made with another small awl and a screw started into another of the countersunk holes, as far toward the top of the hole as possible, so as to draw the copper strip up as tightly as possible. Three screws were placed in each end of both strips, drawing the strips as tightly as possible, then Big Bill pronounced the window repaired and said the sash would hold together until it had rotted entirely away.

"Mr. Davis, before you go home, I wish you would look over the shafting in this elevator," requested Mr. Osborne, as the last window was being glazed with white-lead. "We have all kinds of trouble with the shafting, even though there is not much of it. It seems to be continually getting out of alignment, and keeps my handy man tinkering nearly all the time. And, what is strange about it is, he will make a belt track nicely today while tomorrow that belt will perhaps be rubbing off the other side of its pulley, from which my man brought the belt back yesterday. See if you can find what the trouble is, will you?"

Mr. Davis took a walk around, went up stairs, but was quickly down again, and said, "Mr. Osborne, your whole elevator is as rickety as an old basket and all it needs is tightening up. See those truss rods in the roof? The nuts are down an inch below the lower sides of the beams. Those big rods are all slack, the nuts bear against nothing, and doubtless one-half the bolts which hold the shaft bearings are loose and allow the timbers to weave around almost at will. Each time you put a few tons of grain into a bin, or take it out of a bin the timbers 'come and go' and the shaft bearings go with the timbers. Get busy and tighten up each and every rod-nut in the elevator and I reckon your shaft troubles will be cured."

"Mr. Davis, my men have tried, several times, to tighten those nuts, but they are rusted fast and we can't budge them with the longest wrench we can get hold of," protested the elevator owner.

"Pshaw! Mr. Osborne, I'll tighten those nuts or break the rods," smiled Big Bill easily. "Go out somewhere and buy or borrow two gasoline or kerosene blow-torches, a pair of tin snips and bring several pieces of sheet tin or thin galvanized steel."

"We have one blow-torch, Mr. Davis, and a good husky one, too. We also have some tin-snips, or the handy man has a pair and there are a lot of sheet steel plates in the boiler room."

"All right, Mr. Osborne, get them out and set the men to rigging little stagings under the loose nuts. Just enough platform for two men to work on, without having to hold on with one hand."

Mr. Davis cut a little notch in an edge of two pieces of sheet steel, slipped the steel between a nut and its timber, bent the thin metal up the sides of the timber and drove a couple of small nails in each piece of metal, to hold it in place between nut and wood. "Now, bring on your torch," called Mr. Davis, and when the workman brought it Mr. Davis showed him how to play the flame against the rusted-on nut. "I wish we had two torches," said Big Bill. "It would do the job much quicker."

In place of the second torch, Big Bill held a strip of board against the back of the nut, the torch soon converted the wood into glowing charcoal, which heated the nut like another torch. In a few minutes the rust "let go", the nuts were screwed up slightly, allowed to cool, given a good drenching with machine oil and then screwed home.

"There!" exclaimed Mr. Davis, as the last nut was tightened. "Now, I reckon your bolts will stay at home each time you load stock in or out of the bins."

RYE RANKS SIXTH

Rye production in the United States increased during and following the World War until 1922 but has since declined. It is now the sixth most

important cereal in this country, being exceeded in production by corn, wheat, oats, barley, and grain sorghums. If the crop is to maintain its importance in the future it must be fitted into its proper place in the farming system, says the United States Department of Agriculture. The price of rye is determined largely by foreign demand, the department says, and with the resumption of normal production in Europe the demand for the American crop probably will be lessened.

A number of outstanding varieties of rye for use in the different sections have been developed by the state experiment stations. Among these improved varieties, all of which are discussed in a new department bulletin (No. 1358-F), are Rosen, which is adapted to Michigan and the corn belt region; Dakold, a very hardy winter variety suitable for North Dakota and northern Montana; Swedish for Minnesota; and Advance for the eastern half of South Dakota.

COMBINATION CRANES IN USE AT GRAIN PORT

By C. W. GEIGER

The combination cargo handling cranes have grain conveyors built so that when the cranes are not working cargo, the belt conveyor carries grain from the galleries connecting with the elevators. Grain thus is spouted into ship holds in minimum time.

Such equipment has made world records for the



COMBINED CRANE AND CONVEYOR

fast and economical handling of grain, reducing the lay time of vessels, and cutting the loading period nearly 30 per cent, as well as reducing the handling costs below the charge of certain other systems.

An interesting installation of such cargo cranes at the port of Vancouver, B. C., Canada, is shown in the accompanying illustration. There are seven cranes in this installation, four on one side of the pier and three on the opposite. Vancouver today, of course, is one of the largest grain shipping ports on the Pacific. Portland and Vancouver handle the majority of the grain, and speedy, efficient handling devices are necessary. The cranes at Vancouver are designed to handle cargo independently of the ship's gear or in connection with it.

WINTER, NOT DISEASE, HELD AS GREATEST WHEAT BLIGHT

Low temperatures cause nearly as great losses to the Winter wheat crop as all wheat diseases combined, says the United States Department of Agriculture.

Experiments were conducted by the department over a six-year period on the hardiness of 11 varieties of Winter wheat as compared with the standard variety Kharkof. The department has found that Minhardi, Buffum No. 17, Minturki, and Odessa are considerably more cold resistant than Kharkof.

Buffum No. 17, Minhardi, and Odessa are Soft wheats and are not commercially grown, but are useful to breeders. Minturki is a Hard wheat and is grown commercially, particularly in Minnesota. Turkey (Minn. No. 1488), Beloglina, Kanred, and Nebraska No. 60 also were found to be somewhat more hardy, and Nebraska No. 28 and Blackhull much less hardy than Kharkof.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the
Illinois Grain Dealers Association

CHICAGO, ILL., NOVEMBER 15, 1929

MARKET TIPS

VERY specifically, the farmers of this country have been advised by Chairman Legge, of the Federal Farm Board, not to sell their wheat or cotton at present price levels. Mr. Legge is to be commended for steering clear of generalities and giving specific advice, perhaps, but the specificness of his counsel may turn out to be its only great virtue. However well founded market advice may be at the moment it is released, the fact remains that subsequent events may prove the adviser to have been wrong.

It is true that \$100,000,000 of Federal money will be made available in the near future to grain co-operatives, and that more can be obtained if necessary, but the explosion of values on the stock market has set in motion forces which may neutralize even such a sum.

SCOURERS OR WASHERS?

UNTIL recent years the use of scourers was the only method commonly used in grain elevators for removing smut from commercial wheat, and this method still is in use to a considerable extent. Government investigators in the West, after making exhaustive tests with washers in an elevator at Portland, Ore., have put the official seal of their approval on the washer, rather than on the scourer, for cleaning smutty wheat. Pacific Coast wheat, however, is dry and brittle and much more subject to scourer breakage than is the wheat of other districts.

So both the scourer and the washer no doubt

will continue to operate on the wheats for which they are designed. The important thing is that the smut be eliminated. And there is plenty of it to be eliminated.

Oregon State Grain Inspection Department statistics referring to wheat received at Portland and Astoria, may be considered as a good indication of the smut condition of the total wheat crop of the Pacific Northwest, including Oregon, Washington, and Idaho—as wheat from all these states is shipped to Portland. The combined wheat production of these states for the last seven years has averaged approximately 87,000,000 bushels per year. On the basis of 0.494 per cent as the average smut dockage, as shown by the statistics, it would appear that for the seven years indicated there was a yearly average of 25,786,800 pounds of smut dockage in the wheat crop of the Pacific Northwest. Incidentally, this weight of smut dockage when loaded into freight cars at 50,000 pounds per car (with apologies to M. J. Gormley) would require 516 cars for its transportation each year from the country point to the terminal.

EXILED SPECULATORS

INVESTIGATION by the Federal Farm Board on the subject of why Canadian prices are higher than the domestic prices of wheat, may disclose that speculators, driven from this country by restrictions, have moved north of the international boundary to the benefit of the Canadian farmer. This assumption has been current in markets this last season, but actual proof has been lacking.

The interesting possibility that this proof may now be supplied, has been brought to public attention by Siebel C. Harris, widely known in the grain industry as a keen student of its affairs. The option parity of the Canadian wheat pool. Mr. Harris pointed out, is entirely too high to make Canadian wheats attractive, even allowing for the normal superiority in quality. Then he goes on to say:

This brings up the point of the investigation by the Federal Farm Board as to why Canadian prices are higher than domestic prices. Of course, anyone who has the least understanding of merchandising conditions would know from past experience that Manitoba wheats are of superior quality to our domestic article and that they command a premium in world markets year after year, simply because a buyer will pay more for good wheat than he will for poorer quality.

It should be particularly obvious, therefore, that in a year when Canada has half a crop, that wheat is even more certain to command a premium than in a year of large production. That does not, however, wholly explain the unusually large premium which exists in Canada today.

One must go further than commercial demand and the answer seems to be that some of the big speculators who do not at all relish the interference and supervising habits of our own Government in the matter of their trades, have gone into the Canadian market this year and become heavy speculative buyers of Winnipeg May wheat.

Doubtless, some of these traders would prefer to buy Chicago May wheat at current differences were it not for the fear that their operations would be at least regulated and perhaps interfered with. The result is that the Canadian price is relatively higher than it should be, due to speculative support and it follows that our own price would be higher if this buying had centered in our own domestic futures.

Of course, it would not be good policy to let

Forty-Eighth Year

the farmer know this because he has been told by the politicians for years that the speculator was his worst enemy and it would be too bad to reveal any facts to him that would put the speculator in the light of a potential benefactor rather than a potential criminal. Still, an investigation may bring these facts out and if it does it will be of peculiar benefit to the grain trade, provided publicity is given to the facts.

A GRAIN SCOURGE

THE Augoumois grain moth, primarily a pest of wheat and corn in this country, attacks all the cereal grains. It is second only to the black weevil in its capacity to damage grain, and frequently it destroys entire crops of corn and wheat.

Wheat loses, through this moth's attack, about 52 per cent in weight. Corn, being larger, loses from 12 to 24 per cent in weight when kernels are attacked by a single insect. As many as three or four moths, however, may develop in one corn kernel. The feeding of a single insect will completely ruin so small a grain as milo or sorghum.

Much of the loss from this source is preventable. The use of driers, proper storage methods, and modern fumigation agents offer dealers and farmers the means with which to route this pest. A recent Government publication on the Angoumois grain moth states that "it does little harm north of central New Jersey except to cereals in storage." In view of the vast stores of grain always held "north of central New Jersey," the need for curbing this moth enemy is apparent.

WHAT THE POOL HAS BROUGHT

NEGOTIATIONS are now proceeding for the creation of a trust to control grain exports in several central European countries. Leading grain dealers there are disturbed at the potential influence, not of the Canadian Wheat Pool, but of the combined influence which the United States and Dominion pools may exert. Organizers of the new European trust hope to set up organizations which will enable European grain to be marketed as arbitrarily as that of any American pool.

This latest development is not to be confused with the informal trusts of European importers which have been organized quietly, but effectively, to combat what they term the high handed selling methods of agents for American producers.

European dealers may naturally be expected to be on their guard against the combination suggested this month by Senator Brookhart, which would attempt control of 60 per cent of the world wheat crop. Formation of a marketing alliance between the National Farmers Grain Corporation, offspring of the Federal Farm Board, and the Canadian Wheat Pool, is under way, according to the Iowa senator. If this alliance materializes it is inevitable that a buying trust to match it in size, will be formed on the other side of the Atlantic.

The best friend of those who have export grain to sell, is the foreign consumer. Those who antagonize him, even in the name of farm relief, assume a grave responsibility.

EDITORIAL
MENTION

Nebraska barley is netting a record crop this year, and the malt grain specialists are determined to make the most of their inning.

The Saskatchewan Wheat Pool operates the largest single-unit grain elevator in the world, its 6,900,000-bushel plant at Fort William. Had this elevator been twice that size this season, however, it still would have been crowded.

Ford County, Kansas, is the leading wheat county in the nation's leading wheat state. This year it produced over 5,000,000 bushels of "prairie gold"—and from its wheat alone the Fordonians will pocket nearly \$7,000,000.

A deputation from the Dominion pool is said to be on its way to England this month to discuss exchanging Canadian wheat for British coal and steel. The pool may yet go into the steel business if it becomes involved in the barter type of marketing.

A summary of an arbitration case participated in by two western grain firms, is printed in this issue and shows the dollars and cents cost of hastily worded telegrams. Abbreviating a telegram to save 10 cents in transmission cost usually is false economy.

In spite of the efforts of soy bean crop sponsors in the grain trade, commercial production of soy beans for planting is expected to be only slightly larger than last year. The Illinois and Indiana acreage is expanding, but the Missouri area has been cut materially.

The decreasing number of arbitration cases before the committees of the Grain and Feed Dealers National Association, in no way reflects upon the value of their work. When the arbitration business falls off, it is a good sign. Not many other businesses thrive on slow trade.

Every new development in the wheat situation points to the need for more storage facilities at Vancouver. The congestion at Fort William, choking of elevator space at Montreal and the consternation in buying and transport circles combine to suggest need of more storage facilities in Canada for Canadian wheat.

The farm price of corn advanced about 1 per cent from August 15 to September 15, the fourth month in succession that its index has shown a gain. Another climber, in spite of what the pit brokers say, is wheat. The average farm price of United States wheat on September 15 was nearly 19 per cent higher than a year ago.

Although the executive personnel of the Farmers National Grain Corporation is unannounced as yet, several names persist in the rumor channels. James Murray, vice-president of The Quaker Oats Company, in charge of its elevators and grain operations, is said to be the man whom President Hoover and Alexander Legge wish to be general manager. Others

mentioned are F. B. Wells, Julius Barnes, and "Manny" Rosenbaum. It is interesting to note that all the men who seem to be considered likely "candidates" for leadership in the super-co-operative enterprise, are from the ranks of the independent grain trade.

The increase of 93,000,000 bushels in the November corn estimate, was the biggest single surprise of the pre-Thanksgiving report. The total for the yellow grain now stands 2,621,000,000 bushels, about 30,000,000 bushels over the most optimistic private forecast.

The Chicago Board of Trade, while not of quite the colossal proportions of the New York Stock Exchange, at least has mechanical facilities to keep pace with its peak trading volume. When the stock ticker was hours behind, the board was executing orders on as high as 200,000,000 bushels of grain per day, and the tape was never late.

CROSS SECTION NOTES ON
THIS ISSUE

Dealers returned from a big game expedition: Page 306.

Handling grain along the St. Lawrence waterway—including a description of the latest terminal elevator device—the car shaker: Pages 298-9.

Sideline selling: Tips for the country elevator manager on the subject of merchandising warehouse stocks: Page 297.

Scourers versus washers—an elevator problem discussed in an editorial on the preceding page.

More hints for the elevator millwright by the very fictitious character, "Big Bill" Davis: Pages 300-1.

A thorough analysis of this season's Spring wheat from an authoritative source—the Federal Grain Supervision office in Chicago: Page 298.

One of the mammoth grain reservoirs of the West, standing alongside an "ocean port" miles inland: First page.

Elementary discussion of the grain distribution system: Page 308.

Departments: Full of brief summaries of news and facts concerning *Terminal Markets* (and *News Letters*), *Trade Notes*, *Hay, Straw, and Feed*, *Transportation*, and *Field Seeds*.

Prohibition note: Increased attention to the growth of barley has been one of the features of recent years in western Canadian agriculture. The average acreage devoted to this grain from 1918 to 1927 was about 2,333,000, while the figures for 1928 and 1929 are 4,000,000 and 5,000,000 respectively. Much of this development has come through the establishment of barley as a second important cash crop, following the efforts of the Department of Agriculture to develop varieties and grades suitable for use by brewers and maltsters in Great Britain. In 1928 a barley committee, representative of the growers and handlers of the grain and of brewers and the Dominion Department of Agriculture was set up. The result of their work is seen in an amendment to the Canada Grain

Act whereby barley grades were so adjusted that Nos. 1, 2, and 3 Extra C.W. are suitable for malting purposes. The development of barley for export may have decided bearing on the cash income of farmers.

The bushel basis of the Federal Farm Board's loan offer to pools at this writing is below the bushel price of wheat on the open market. The slump in the value of the collateral held by the board may be only temporary. If not, it is comforting to know that rich Uncle Sam is an expert at holding the bag.

With the latest figures on the corn crop combined with production of wheat, oats, rye and barley, there is a total of the five crops of 4,994,000,000 bushels or 93,000,000 bushels more than the estimate in October, compared with a yield of 5,586,000,000 bushels harvested last year or 592,000,000 bushels less than 1928 and 267,000,000 bushels below the five-year average, the loss being mainly in corn and oats.

Although countries lying within the temperate zones are usually best suited for growing wheat, the boundaries of its production are constantly being extended and the areas under wheat increased. In tropical or semi-tropical countries, there are often high grounds or tablelands where wheat will flourish. As an example of this, Mexico, a large part of which lies within the tropics, has grown millions of bushels of wheat in a year on the high tablelands from 6,000 to 10,000 feet above sea level.

The Italian Minister of National Economy has announced that the wheat crop for the present year would exceed 257,000,000 bushels, the Department of Commerce is informed in a report from American Trade Commissioner D. F. Spencer. This is the largest crop ever produced in Italy, exceeding that of 1925 by 18,000,000 bushels or more. Mussolini's "battle of wheat" has had most favorable results. In the four year period 1911-1914 the average yield per hectare was 9.08 bushels per acre. The average yield for the last four-year period has been 18.6 bushels per acre. The average yield per hectare for 1929 was 21.4 bushels per acre. These figures demonstrate the net results achieved by Mussolini's efforts.

Wheat solved its own little liquor problem without resort to constitutional amendments, Dr. Ferdinand Ossendowski, the Russian-Polish scientist and explorer, says in telling of a peculiar poison which once infected southern Russian wheat. The peasants called it "drunken wheat," as the symptoms of poisoning resembled the action of alcohol. Studies made of the matter proved that a special fungus from the family of Mixomycetes developed in the wheat, setting up a fermentation in the flour, strongest during the rising of the dough made from the infected wheat. In such bread are formed the so-called high alcohols, such as amyl alcohol, as well as glycerine and aceton. After some years the Ussirian wheat outlived this infection and "drunken wheat" now rarely troubles the population of the country. The moral, according to many, is "Go back to nature."—*Northwestern Miller*.



NEWS OF THE TERMINAL MARKETS



LAY CHICAGO BOARD OF TRADE CORNERSTONE

The cornerstone laying ceremony of the 44-story Chicago Board of Trade building, head of La Salle, linking old Chicago of the nineteenth century with the modern metropolis, was performed last month.

Pictures of the old building, torn down last December, souvenirs of a banquet in the Grand Pacific Hotel the night of April 29, 1885, when the old building was new, a ticker tape giving the first quotations of a securities market, opened slightly over a month ago, placed beside a program describing the opening of the former structure in 1885 were all sealed away into the cornerstone by President Samuel P. Arnot.

Poems published recently, typifying the historic site and autographed pictures of John C. Hegeman, president, and John W. Harris, treasurer of Hegeman-Harris, the builders, were also included.

Brief addresses were delivered by Mr. Arnot, president, Christian P. Paschen, building commissioner, representing Mayor Thompson, and E. G. Ince, president of the Chicago Board of Trade Safe Deposit Company and owner of the new building. The drum and bugle corps of the Board of Trade Post No. 304, American Legion, led members in a parade which preceded the ceremony.

The new building, which will be ready for occupancy by May 1, 1930, will be Chicago's tallest structure when completed.

FORM FARMERS' NORTHWEST GRAIN CORPORATION

The Co-operative Farmers Northwest Grain corporation, to be owned by the Farmer Elevator & Grain Pool associations of Minnesota, the Dakotas and Montana, was organized November 4 with capital of \$6,000,000. It will act in co-operation with and as the agency for the Farmers National Grain corporation in the four states.

The National corporation was created under the auspices of the federal farm board to carry on the board's program of financing the farmer-owned cooperatives of the United States and to market grain for them.

The farm board and its chairman, Alexander Legge, also announced approval 10 days ago in Chicago of the plan for organization of the Northwest corporation under the leadership of the officers and members of the farmers' elevator associations of the four states. Plans to go ahead with the formation of the Northwest agency were voted at a meeting of 36 of the 53 members of the organization committee.

GRAIN DUE TO REMAIN IN CANADA UNTIL NEXT SPRING

Grain stored along St. Lawrence terminal points is apparently due to remain there until next spring now that the St. Lawrence has reached a point where it is scarcely navigable for the remainder of the season.

At a recent date, 56 lake boats were lying in port waiting to unload but with only a slight prospect of doing so. Under 500,000 bushels of orders are on hand at Montreal while only seven tramp steamers are under charter to go to Montreal for wheat for overseas.

Most of the grain exported this year had gone in holds of passenger and freight liners, tramp steamers not going to Montreal until recently. This year 57,000,000 bushels of wheat came to Montreal by

water while last year the amount was double that quantity.

In 1928 at this time, 154,000,000 bushels of grain had been exported from Montreal while only 77,000,000 bushels, exactly one-half that amount, have been shipped in 1929. The Montreal elevators are choked to capacity, having 12,000,000 bushels of grain in their bins, and will probably remain that way until next April.

E. C. ANDREWS, SR., PASSES AWAY

E. C. Andrews, Sr., president of the Always-A-Head Mills, Inc., of East St. Louis, Ill., died on October 22 at his home as a result of pneumonia contracted recently while attending the National Dairy Exposition. He was 67 years old. Funeral services were held October 24, at Nashville.

Mr. Andrews, a native of Missouri, reached prominence in the milling business at Nashville where



THE LATE E. C. ANDREWS, SR.

he operated the Liberty Mills. Twenty years ago he came to St. Louis from Nashville and became affiliated with the Kehlor Flour Mills as vice-president and general manager. He was elected as president of St. Louis Merchants Exchange.

In his career in the milling business Mr. Andrews obtained several patents on various processes for the manufacture of feeds. In order to realize on these patents he organized the Always-A-Head Mills in 1922 and began the manufacture of his own products. Until his fatal illness he remained as active head of the firm and carried on his business as had been his custom.

Mr. Andrews is survived by his son, E. C. Andrews, Jr., vice-president of the mill who is expected to succeed his late father, his widow, a stepson, Logan P. Williamson of Atlanta, Ga., and a stepdaughter, Mrs. Anna Martin of Nashville, Tenn.

S. P. ARNOT ADDRESSES BANKERS

The real hope for industrial democracy in the United States is through widespread stock ownership on the part of the average man, Samuel P. Arnot, president of the Chicago Board of Trade,

told members of the Nebraska Bankers Association, November 7, at Omaha.

Mr. Arnot traced developments of the bull movement in securities which recently collapsed and centered much of his attention on "vacillating" policies of the Federal Reserve Board which he connected closely with the crash.

Purposes for which the reserve board was created are antiquated today, the board of trade head asserted. He urged revision of its rules to assist in guiding and protecting the investing public.

One safeguard he described as particularly vital in meeting the future is amendment of the Federal Reserve Act to make all legitimate collateral, including stock certificates, eligible to rediscount privileges. As the law is now construed rediscounts apply only to notes "drawn for agricultural, commercial or industrial purposes," in a volume that is steadily decreasing, Mr. Arnot explained.

It seems certain now that the period of high money rates has definitely come to a close, Mr. Arnot told the Nebraska bankers, but: "Right or wrong, the part played by the Federal Reserve Board in the great drama which has just passed across the financial stage undoubtedly will come in for most intensive discussion during the next year.

"There should be nothing dark or mysterious about the management and control of our credit machinery, and frankness and candor above all things should characterize Federal Reserve policies.

"There are gratifying signs which encourage the belief that henceforth the board will assume its rightful leadership, take the country into its confidence, and declare its policies in unmistakeable terms."

J. L. EICHELBERGER HEADS LOS ANGELES GRAIN EXCHANGE

J. L. Eichelberger, veteran grain man with the Sperry Flour Company, was elected president of the Los Angeles Grain Exchange recently. Max Viall of the California Milling Corporation was named vice-president, E. B. Young of the J. B. Hill Company was made treasurer, and M. D. Thienaud was re-elected secretary.

Directors elected at the same time are Max Viall, W. M. Wilber, E. B. Young, J. S. Gray, J. R. Garvey and E. B. Regan. The arbitrators chosen are H. W. Amelung, O. H. Blasingham, W. B. Waterman, D. L. Smith and J. C. Hodge.

President Eichelberger was born and raised in Illinois and went to California in 1905, taking a position as salesman with the Sperry Flour Company. Four years later he was made manager of the distribution plant at Sacramento. In 1916 he was promoted to the management of the Fresno plant. Now he is representing the Sperry Flour Company on the Los Angeles Grain Exchange, the members of which have shown their confidence in his executive ability by selecting him as their head.

WALTER S. WOODWORTH, GRAIN MERCHANT, DIES SUDDENLY

Walter S. Woodworth, 59, vice-president of E. S. Woodworth & Co. and treasurer of the Concrete Elevator Company of Minneapolis, died suddenly, November 2. Mr. Woodworth suffered a relapse after apparently recovering from a cold and passed away in his sleep.

Mr. Woodworth was born at Darlington, Wis., in 1870 but moved to Minneapolis when he was 16 years old, and four years later entered the grain business. In the intervening 39 years he numbered

among his personal friends the outstanding men in the grain and milling industries all over the country. In addition to belonging to the chamber of commerce, he was a member of the Minneapolis, Minikahda and Lafayette clubs.

For many years Mr. Woodworth had been prominent in musical circles. He was a keen student of musical literature, being familiar with the works of classical and modern composers, and was a director of the Minneapolis Symphony Orchestra Association.

Mr. Woodworth died a bachelor, being survived by his four brothers, E. S. Woodworth, B. H. Woodworth, R. P. Woodworth and J. G. Woodworth, all in the grain business except J. G. Woodworth who is vice-president of the Northern Pacific Railroad, and a sister, Mrs. L. B. Sanford of Minneapolis.

Private funeral services were held on November 4 in the Plymouth Congregational Church, of which the deceased was a member.

INDIANA FARMERS CO-OPERATIVE TAKES OVER ELEVATORS

The Farmers Co-operative Company of Indiana, John B. Brown of Monon, Ind., president, has announced that it has taken options on a chain of 15 elevators, valued at \$800,000. The elevators are the property of the Crabb, Reynolds, Taylor Company of Crawfordsville, Ind.

Terms of the option provide for settlement and delivery of the property on January 1, 1930, the price to be paid being based on the actual and reasonable value as determined by appraisers, subject to the approval of the Federal Farm Board.

Storage capacities of the elevators, most of which are the metal-covered frame type, range from 35,000 to 90,000 bushels.

The Farmers Co-operative Company was recently incorporated under the Indiana co-operative marketing law, with a capital stock of \$2,000,000, equally divided between preferred and common.

TRADING ON CHICAGO BOARD REACHES HIGH MARK

A new high record, with one exception, for one day's trading in wheat futures on the Chicago Board of Trade was reached Thursday, October 24, when the market broke sensationaly and closed with a partial rally, a mark of 156,186,000 bushels being reached. The record is 159,587,000 bushels on July 15, according to L. A. Fitz, head of the office of the Grain Futures administration in Chicago.

The open interest in wheat futures in Chicago at the close of October 24 was 235,392,000 bushels, against 241,810,000 on the preceding day.

FINAL SETTLEMENT OF INTER-TERMINAL DISPUTE

The Continental Export Company, St. Louis, Mo., has been ordered to pay "\$100 damages" to the Enid (Okla.) Milling Company by members of the arbitration appeals committee of the Grain and Feed Dealers National Association.

The case originated on July 5, 1928, when the St. Louis firm made what the arbiters declared "a valid, binding contract" to buy 10,000 bushels of No. 2 Hard wheat from the mill at \$1.39 1/4 basis Galveston export rate. The appeal "court" holds that the Missouri firm "refused to fulfill the terms of this contract," and thereby made itself liable for damages.

PORLAND-OMAHA TRADE TILT COSTS OMAHA FIRM \$135 PLUS

Argument and evidence presented to trade dispute referees of the Grain and Feed Dealers National Association in the case of H. H. Dopplmaier, Portland, Ore., against the Crowell Elevator Company, Omaha, Neb., has led to a decision allowing the plaintiff the full amount of his claim against the Nebraska firm.

The case involved eight cars of corn sold by Crowell to Dopplmaier for shipment to "north coast 59-cent rate points."

It appears that in making the shipment the defendant used transit from the C. M. St. P. & P. Railway and the C. & N. W. points of origin that

did not extend transit out of Portland, as used by plaintiff, incurring a charge of \$72.12 on one car, \$35.53 on another and \$28.27 on the third car, in addition to the 59-cent rate specified in the contract.

Boiling down the reason for its decision, the association committee declared: "Contracts made on the basis of transit privilege rates cannot be filled with non-transit privilege shipments."

GEORGE McCABE, NORTHWEST GRAIN MAN, PASSES AWAY

George H. McCabe, vice-president of the McCabe Bros. Company, grain dealers of Minneapolis, died on October 23 at his home, following a stroke of paralysis. Mr. McCabe, who was 70, was a Canadian by birth but moved to Dakota territory in 1881 where he settled on a farm in Pembina county. Associated with his brothers, he entered the lumber and grain business at Glasston, N. D., in 1886, and had been connected with the grain trade ever since.

Mr. McCabe was also vice-president of the McCabe Bros. Grain Company, Ltd., of Winnipeg, and of the International Elevator Company of Duluth and Minneapolis.

He was a member of the Chamber of Commerce, Athletic, Minikahda and Automobile clubs and was a thirty-second degree mason. Surviving him are three children. Funeral services were held in Minneapolis, October 26, former associates of the grain trade acting as pallbearers.

WALTER S. BLOWNEY SUCCUMBS TO HEART ATTACK

Walter S. Blowney, 58, assistant secretary of the Chicago Board of Trade since 1903, died suddenly from a heart attack on October 18 at his home in Waukegan. He was stricken while getting off a train at about 8:30 in the morning and was dead six hours later.

Mr. Blowney started his business career with the Board of Trade in 1888 and was known to all members of the board.

He is survived by his widow and two sons, Russell and Edward Blowney.

CANADIAN RAILROADS LOSE BATTLE BEFORE COURT

The Canadian National Railways and the Canadian Pacific recently lost their fight before the Supreme Court of Canada to have that body pass upon the regulations requiring them to establish an export rate of 18.34 cents per hundred pounds on wheat from the head of the lakes to the port of Quebec.

The court refused the petition of the railroads which went to that tribunal after the Board of Railway Commissioners had refused to grant permission for an appeal.

The old rate was 34.5 cents but the commissioners held the roads bound to the pledge of the old Grand Trunk Pacific to maintain an export rate equal to competing United States ports.

FOOTBALL AND CROPS

Almost perfect weather this week for out-door work. Growing wheat here coming along pretty well and it looks to us like the late sown wheat received a frosty reception shortly after its appearance above ground and does not present as rugged an appearance as one would like.

This is good football weather both on the gridiron and on the stock and grain markets. The bears seem to have the best of it and score a touchdown every once in a while; the bulls seem hardly able to put up a front line worth while. Possibly a good line of defense will be formed in the backfield when grain prices look low enough to the producers to induce them to hold this very moderate sized crop of corn back on the farms a bit until same is wanted. The crib room already in sight will in most cases care for the crop raised this year without any additions.

Some folks are talking about enough new corn arriving in terminal markets in December to glut it, but so far we fail to detect a considerable selling

movement of new corn on the part of the growers at prevailing prices. Some farmers started shucking a week or 10 days ago, although more got into their stride within the past few days. The crop is generally safe to crib now and every effort will be made to get the crop out of the fields while this good weather lasts.

We note that good farm lands are bringing a shade better prices than a year ago. On the other hand city property is slow sale at lower figures. Just a little old corn comes dribbling in as some tired holder lets go. It's certainly fine stuff for milling purposes.

One notes a better demand for cash oats, but price is low and most people are busy with corn. The movement to market don't amount to much. —H. I. Baldwin & Co., Decatur, Ill., letter of November 9.

CHICAGO BOARD AMENDS BUILDING FUND RULINGS

At their meeting of last month, the directors of the Chicago Board of Trade adopted new rulings in relation to the building fund and added a new regulation. This regulation reads:

"1916. Verbal Checking of Trades.—It is required that the buyer and seller of securities or commodities verbally reconcile such transactions: This verbal reconciliation to be completed within 15 minutes after each transaction."

The amendment to the rules relating to the new building fund follows in part:

"700. On and after September 15, and for a period of three years . . . individuals, co-partnerships and corporations located in Cook County, engaged in the business of buying and selling commodities and securities dealt in on this exchange . . . shall pay to the secretary, exclusively for the purpose of the new building fund, fees on all contracts bought and sold by them . . .

"Such fees to be for buying and selling, and not to be added by either the commission merchant or broker as an additional charge against the principal."

"The board shall be required to issue certificates of indebtedness against this association in denominations of \$100. Such certificates of indebtedness shall be issued by the secretary to those paying the fees and to the full amount so paid. Moneys representing such fees and paid to the secretary . . . shall be invested by the New Building Fund Committee in Government securities or loaned in the call money market . . ."

It was announced by Fred H. Clutton, secretary, that at the middle of last month the building fund had reached \$1,314,900.26.

INDIANAPOLIS CORN RECEIPTS INCREASING

Our wheat receipts are not burdensome and we have experienced some advance in relation to the option on wheat of good milling character. We notice some improvement in the demand.

New corn receipts are increasing right along with a fair movement of the old crop. Old corn is bringing nice premiums over new corn. Prices obtainable for new corn are rather unsettled and probably will be until the movement increases. Prices obtainable for new corn in good condition at nice premium over bids for shipment. It is a rather expensive proposition to dry corn in single car lots.

Oats demand hasn't been urgent by any means but the last few days it has shown some improvement.—The Cleveland Grain Company, Indianapolis, Ind., letter of November 9.

VOLUME OF GRAIN FUTURES TRADING IN OCTOBER

The Chicago futures market in grain for October displayed a decided improvement over the previous month's showing, 1,809,644,000 bushels being bought and sold in October against 1,548,261,000 bushels in September. The total was divided among the various grains as follows, for purpose of comparison the September figures for each being shown in parentheses: Wheat, 1,467,355,000 bushels (1,157,203,000); corn, 245,604,000 bushels (271,827,000); oats, 68,826,000 bushels (94,664,000); rye, 27,859,000 bushels (24,567,000).

Average open contracts in futures on the Chicago Board of Trade for October, "short" side of contract only being shown, there being an equal amount on the "long" side, were: Wheat, 238,356,000 bushels

compared with 120,644,000 in October, 1928, and 227,863,000 in September, 1929; corn, 42,787,000 bushels against 81,548,000 in October, 1928, and 46,419,000 in September, 1929; oats, 47,666,000 bushels in contrast to 29,314,000 in October, 1928, and 47,772,000 in September, 1929; rye, 19,395,000 bushels compared with 11,826,000 in October, 1928, and 15,000,000 bushels in September, 1929. The average open contract for all grains at Chicago in October was 348,204,000 bushels against 243,332,000 in October, 1928, and 337,054,000 in September, 1929.

OMAHA DEALERS SHOOT RAPIDS AND BIG GAME

By B. O. HOLMOQUIST

To two Omaha grain men, Hugh Butler of the Butler-Welsh Grain Company and Emil Lucke, of the Lucke-Gibbs Grain Company, came this fall, "the thrill of a lifetime." It was their good fortune to be members of a party of seven that successfully shot the rapids of the Salmon River in Idaho, in fact the only boat to make the hazardous journey this year.

The other members of the party were Bert Car-



THE OMAHA PARTY: LEFT TO RIGHT, E. A. LUCKE, BERT CARPENTER, CARL HUMPHREY, HUGH BUTLER

penter, vice-president of the Carpenter Paper Company and Bert Humphrey, general manager of the Standard Oil Company of Nebraska, two guides, and that most important person, the cook.

The total bag of the party in the way of big game was three bears, three elk, five deer, and five mountain goats. One of the latter, shot by Mr. Humphrey, was the largest the guides had ever seen. It is interesting to note that one of the bears and four of the deer were shot from the boat. These trophies, the heads and hides, were shipped back to Omaha and are now being mounted by a taxidermist. Mr. Butler, who has been on big-game trips before and evidently has had trouble in convincing friends of the truth of some of his stories, went well-armed this time—with two motion-picture cameras—and came back with 2,200 feet of film, covering the entire journey. Members of the Omaha Grain Club are looking forward to seeing this interesting record which is to be shown at a meeting in the near future.

No lazy, meandering stream is the Salmon River. In the West, it is familiarly known as "the river of no return", and this is no mere figure of speech, for while it can be navigated downstream, the return trip is impossible of accomplishment. Except for the Grand Canyon of the Colorado, it is considered the most treacherous river passage in the United States. In the 180 miles traversed by this party there were 18 major rapids, and in the neighborhood of 100 smaller rapids to be navigated. The fall of the river is between 13 and 14 feet to the mile so that the total fall in this 180 miles is right around 2,500 feet, nearly half a mile.

Leaving Omaha on September 28, by train, the four boatmen traveled to Salmon, Idaho, where

they were met by the guides and cook, who had made all preparations in the way of provisions and camping equipment for the voyage. The sturdy, flat-bottomed boats used for these ventures are built in Salmon of heavy lumber and as there is no way of getting them back upstream, they can be used for only one trip. This particular boat was 32 feet in length and eight feet wide, and was guided in its wild journey through the rapids by two sweeps, each 30 feet in length. It would seem that such a craft would be exceedingly clumsy and hard to handle, yet it was maneuvered with such expertness by the guides, that they were able to make right-angle turns in the swift water of the rapids to avoid hitting rocks that would have completely wrecked the boat.

The objective of the party was Riggins, Idaho,



SHOOTING THE RAPIDS

which is within 10 miles of the Oregon line so that the ride down the river took them almost from the eastern boundary of the state to the western. The inaccessibility of the country through which the river flows might here be emphasized by the fact that after leaving Salmon, they were at no time in communication with the outside world in any way. The country is so rough that it is impossible to reach the river, even on horseback, except at one or two points where rangers' trails have penetrated the mountains.

Naturally, such a virgin wilderness is a sports-



A VIEW OF SALMON RIVER AND SURROUNDING COUNTRY FROM 2,000 FEET ABOVE

man's paradise. Perhaps it should have been mentioned above that although the guides had gotten together a few provisions such as 40 loaves of bread, a case of eggs, another case of grapefruit and one of canned fruit, half a dozen slabs of bacon and one or two other items, they had entirely neglected to lay in a stock of fresh meat. Four days without red meat proved to be enough for these he-men, so out came the Winchesters and for the rest of the trip, they contented themselves with such meager fare as venison, elk, bearmeat, and on one occasion they

even tried the meat of a mountain goat. Just by way of variety, the daily menu also included salmon trout.

Proof of the latter was furnished by Mr. Lucke, who brought back a snapshot of himself holding a trout measuring 29 inches, the largest taken by any of the party. Mr. Lucke also claims another record, that of catching a trout, using liver as bait. This rather seemed to the writer as taking unfair advantage of the poor fish, who had probably never seen the inside of a butcher-shop.

Every night, with the exception of only three when it rained, the voyagers slept in the open, on the floor of the boat. In order that no false impressions of extraordinary toughness and indifference to hardship be given by the above statement, it might be explained that air-mattresses were part of the equipment provided by the guides. On rainy nights, tents were pitched wherever a landing could be made.

Twenty-four days after leaving Salmon, the party reached its destination at the other end of the state, Riggins, and from there traveled by stage to Wieser, nearest railroad point. The actual "floating time" on the river was 49½ hours, camp had been pitched 13 times, and as they were twenty-four days making the trip, one who knew them even



E. A. LUCKE WITH SALMON TROUT MEASURING 29 INCHES

slightly, would feel certain that a minimum of 72 meals had not only been cooked, but entirely consumed. And just 30 days from the time they left Omaha, home again and back to the daily grind.

CASH BUSINESS GOOD

So far our cash grain market at Cincinnati has been in very good shape. We have had a good demand from mills for wheat and the day to day receipts have been hardly sufficient to supply that demand. Receipts of corn and oats have likewise been rather light because of bad weather and most days there is not enough of these to satisfy the demand. The premium on old corn has shown some tendency to advance.—*Mid-November letter of the Early & Daniel Company, Cincinnati, Ohio.*

PEORIA WHEAT ABOUT ZERO

Receipts of wheat in the Peoria market are practically none, most of the farmers in the territory having disposed of their wheat early, when prices were high. The growing crop of Winter wheat is coming along very nicely, we having had good rains in the past three weeks and at present writing it looks like we are about to get some more. Acreage has increased.

Corn receipts here have been running just about equal to the local industrial demand, the eastern demand has been very limited although with the decline in prices we would not be surprised to see this demand pick up. New corn seems to be curing rapidly, moisture tests from 16.8 to 25, test weight 50 to 55, industries now prefer using the new corn, rather than the old. Our prices on both new and old corn are well in line with other markets with a good demand. Receipts of new corn will no doubt

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increase daily. While the producer is not a free seller yet, we look for increased selling as soon as husking is finished.

Receipts of oats are light as is also the demand. Most of the demand lately has been of an industrial character. Prices are declining with other grains but no one seems to be anxious to sell. Prices here have held well and unless receipts increase materially we look for ready sales for all that arrive.—*Mid-November letter of the Mueller Grain Company, Peoria, Ill.*

SETTLE DISPUTE BETWEEN CHICAGO EXCHANGES OVER DUAL LISTINGS

The war between the Chicago Board of Trade and the stock exchange over the problem of dual listings which arose when the grain mart instituted a stock trading department, was declared at an end Tuesday when directors of the board of trade delisted the stocks of the Quaker Oats Company and the Electric Household Utilities Corporation.

By this action there are now no dual listings on both exchanges and the result is that members of one organization who also hold seats on the other are now permitted to deal in stocks on either. Thus ends a bitterly contested battle which started over a year ago when the members of the board of trade took steps to inaugurate a securities trading department after overtures by the grain dealers for a merger of the two organizations were rejected by the stock exchange.

Recently the plan to ask the four corporations whose issues were dually listed to choose between the two came to light and bore fruit. Armour & Co. and the William Wrigley Jr. Company asked that their stocks remain on the board of trade and the stock exchange governors then delisted the issues. Quaker Oats and Electric Household Utilities directors expressed preference for the stock exchange and the delisting of these shares from the board of trade followed.

The so-called radical element of the board of trade fought hard against the delisting of the Electric Household Utilities and there was some talk of refusing to delist the issue. Fred C. Cloton, secretary of the board of trade, admitted that it was one issue which the board was reluctant to give up.

Directors of the board of trade have voted to approve the joint resolution of the two organizations in which both bodies agree not to solicit for listing securities already listed on the other exchange, thus eliminating the possibility of any controversy that might arise in the future over the same question.

PORLAND GRAIN EXCHANGE REACHES NEW TOP MARK

Trading on the Portland Grain Exchange for the month of October set a new high record, total transactions being 3,202,000 bushels. To the members of the exchange this is of especial significance for it indicates the increasing value of the futures market to the grain trade of the Pacific Northwest.

The country has turned in a liberal volume of trades and is increasing each month. That the country dealers are favoring the Portland exchange is evidenced by the volume of trading moving to that market.

The Portland Grain Exchange opened on June 17 and during the 10 remaining trading days of that month total transactions reached 362,000 bushels; July showed transactions of 1,007,000 bushels; August, 1,486,000 bushels; September, 1,352,000 bushels; and October 3,202,000 bushels. A healthy increase has been shown from the first day's trading.

REORGANIZE NEW ORLEANS DOCK BOARD

The New Orleans Dock Board has been reorganized through the efforts of Governor Huey P. Long. Following the resignation of W. Souers, Edward S. Butler, the president and head of the New Orleans Cotton Exchange was requested to resign but he refused.

A meeting of the board was then called and official action was taken, Mr. Butler being removed

from the president's chair to be replaced by W. L. Richeson, the board's choice. Mr. Richeson is president of the Richeson Grain & Forwarding Company and was formerly chief inspector of New Orleans. He is also president of the New Orleans Board of Trade.

R. A. Stiegler was elected vice-president; I. B. Rennison, secretary, and C. S. Williams, treasurer. Mr. Butler was made chairman of the finance committee.

Charles W. Brosius, general freight agent for the Texas & Pacific at New Orleans, is the new general manager and James W. Porter is his traffic assistant.

BUYERS WAITING

The recent unsettlement in the securities market has undoubtedly had a great deal to do with the dullness which exists at the present time in the demand for cash grain. The trade is in a waiting mood, buying only from hand to mouth, until conditions give more promise of stability.

Stocks both in dealers and consumers hands throughout the East are low, however, and as soon as more seasonable weather sets in a sharp revival in the demand for feed grains is confidently looked for and this demand is expected to continue steadily throughout the winter, as home grown stocks in the East are light this year and will soon be exhausted and there is no appreciable decrease in the number of animals to be fed.

Some increase in the domestic flour demand is also reported and it would not be surprising to see millers come into the market quite freely between now and the close of lake navigation, which is now less than a month away.—*J. G. McKillen, Inc., Buffalo, N. Y., letter of November 11.*

CORN ARRIVALS GOOD

The movement of corn in Peoria for the past few days has been just about sufficient to supply the local industrial demand which has amounted to 80,000 or 85,000 bushels daily, so the average arrivals have been rather good and prices have kept well in line with ruling prices on other competing markets.

The recent severe and unusual slump in the stock markets has had its effect of reducing values. There has been no burdensome amount of corn or oats and no particular reason that we can see for the declines that have taken place, but the business generally absorbed a lot of the bear influence and slowly but surely prices have declined on all grain markets. Right now we do not know what to say about the movement but we imagine that today's decline will put somewhat of a halt in the shelling of new corn. The Government reports on crops still show a good big shortage compared with former years and our idea is that after the effect of the bear stock market is over that there will be a reaction for the better in grain.

Oats have moved slowly with values relatively about the same as other competing markets. The general demand has been poor but in view of the light movement there has been enough demand to take care of them.—*Mid-November letter of P. B. & C. C. Miles, Peoria, Ill.*

CHANGES IN MEMBERSHIP

Boston.—Edward R. Morris and George Mahan were elected to the Boston Grain & Flour exchange. John M. Heathfield was made an associate member.

Chicago.—New members admitted to the Chicago Board of Trade are: James F. Forsyth of the Gold Dust Corporation, New York; William F. Burrows, Jr., of Scott, Burrows & Christie, Chicago; Jack A. Benjamin of Uhlmann & Benjamin, Chicago; Barney J. Mitchell, Chicago; and Joseph H. Kerr of the Dairy Shippers Dispatch, Chicago. The following memberships have been transferred: Alfred P. Walker, Mike H. Thomas, Major C. Holroyd, Edmund M. Deacon, and Paul H. Hemeltryk. Joseph G. Clayton has been suspended while Marvin S. Haskell has been expelled.

Duluth.—Ole Strumgard and H. T. Watson have been admitted to the Duluth Board of Trade.

Minneapolis.—H. C. Strotz of F. B. Keech & Co., Chicago, has purchased a membership in the Minneapolis Chamber of Commerce.

New York.—The following have been admitted to the New York Produce Exchange: Joseph Loussaint of Sanday & Co., Inc.; E. F. Dougherty of E. Lowitz & Co.; P. P. McDermott of Peter P. McDermott & Co.; Charles Mills of Peter R. Lawson & Co.; E. J. Lebkowicz of de Saint Phalle & Co.; C. S. Worthington of Winslow, Lamier & Co.; Martin Weiss of Martin Weiss & Co.; V. J. Dwyer of Churchill & Co.; T. C. Davidson of A. M. Kidder & Co.; G. W. Vanderhoef, Jr., of Vanderhoef & Robinson; James Wentz of Lage & Co.; H. A. Dessau of Melchoir, Armstrong & Dessau, Inc.; H. L. Elroy of H. G. Elroy & Co., Inc.; I. Usiskin of S. Usiskin, London, Eng.; Joseph Stone and Frank Maguire.

St. Louis.—John F. Wermuth of Missouri Elevator & Grain Company has been admitted to the St. Louis Merchants Exchange on the transfer of D. P. Moore while C. C. Fivian, Continental Export Company, has been admitted on the transfer of Karl George Baertl.

TERMINAL NOTES

Five fleets of canal barges cleared from Buffalo with grain one day recently and inquiry for tonnage is improving.

The season's first shipments of new grain have recently arrived at most terminal markets, being of good quality in the main.

The Dominion cabinet has been hearing appeals for reductions in freight rates on grain to British Columbia, a report from Ottawa says.

The name of the National Grain Company recently organized by G. P. Harbison has been changed to the Harbison Grain Company.

The sluggishness of the Canadian grain movement has resulted in the curtailment of activities in railroad shops of the Canadian Pacific at Winnipeg.

A new 600-foot steamer, the *Stadacona*, has been launched by the Canada Steamship Lines and will enter the grain trade next spring. It has a capacity of 440,000.

The Macartney-Markham Grain Company of Denver, Colo., has been incorporated, with \$50,000 capital stock, by E. H. Markham and W. V. and F. L. Macartney.

Charles E. Lewis & Co. have filed a claim against the membership of T. H. Hagen in the Minneapolis Chamber of Commerce, and request the sale of the membership to satisfy the indebtedness.

Shippers are expecting better service over the Quebec, Montreal & Southern Railways and on the Quebec, Oriental & Western because these lines have been taken over by the Canadian National.

William H. Jacob has announced his change in registration on the Chicago Board of Trade from William C. Jacob & Co., to Wilk, Clarke Company, Inc., of which he is assistant vice president.

E. W. Irvine has opened a feed jobbing business at 829 South La Salle Street, Chicago. He will handle cottonseed meal, millfeed and other feed ingredients. He was formerly with the Honey Dew Mills, Omaha, Neb.

The *Lemoyne*, largest grain carrier of the Canada Steamship Lines, tied up for the winter early last month with 500,000 bushels of wheat on board. The earliest ship to dock for the season last year did not do so until November.

Sales in the New York Produce Exchange Securities Market reached their second largest volume on October 24, with 216,745 shares. This was in sympathy with the huge bear movement on the New York Stock Exchange.

The prospective hay shortage in Washington has caused the Feed Dealers Association of Washington to ask for a reduction on the hay rate from Montana and a favorable response on the part of the railroads has been indicated.

Two members of the Chicago Board of Trade, Lawrence J. Ryan, formerly with McNamee & Co.,

and Norman Fromberg, formerly with James E. Bennett & Co., have registered for their own account, while Ralph L. Phalen, previously independent, has registered as president of Sander, Phalen & Co., Inc.

The Taylor Grain Company of Memphis, with 200 shares of stock at \$100 each and 200 shares at no par value, has been granted a charter by the secretary of state. G. T. Taylor, A. H. Dickson and J. B. Clauch are incorporators.

On retiring from the general managership of the Canadian Pool, E. B. Ramsay, chairman of the new board of Canada grain commissioners, was presented with a gold watch and tendered a complimentary dinner by the officers of the pool.

A. L. Pearson has announced his resignation as sales manager for the Kansas Mill & Elevator Company, Arkansas, Kan, to become effective December 1. His duties will be taken over by Kent Barber, general manager of the company.

The first car of new corn on the Sioux City market this fall was purchased by the J. J. Mullaney Milling Company. It was shipped from the Farmers Elevator Company at Elk Point, S. D., and brought 82½ cents per bushel, Chicago basis.

Paul Uhlmann, previously connected with the Uhlmann Grain Company, has announced his change on the Chicago Board of Trade to the firm of Uhlmann & Benjamin. At the same time, Jack A. Benjamin was admitted to membership in the board.

Receipts and country deliveries around Winnipeg are falling off. In some of the districts where crops were light elevators are already beginning to close down. Reports of the agents of the elevator companies generally seem to indicate that there will be little left in farmers' hands to market by Decem-

ber 1. Shipments from the lake terminals and Montreal have shown only slight improvement.

In the past 15 years the number of vessels making Vancouver a port of call increased 900 per cent, the total number calling at the port in 1928 being 1,344. This great expansion of port trade is due in the main to Vancouver's increased handling of western Canada's grain crop.

The first loan advanced to a farmer grain co-operation in the southwest by the Federal Farm Board was received November 1 by the Southwest Cooperative Wheat Growers Association. It amounted to \$138,000 which will be paid pool members as a balance due on wheat of the 1927-28 crop.

Chairman Alexander Legge of the Federal Farm Board has announced that loans will be made by the board to the Farmers National Grain Corporation at 3½ to 4 per cent and that in turn the new corporation will make loans to co-operative groups at a small additional sum to cover administration charges.

W. S. Young, vice-president of the Kasco Company of Toledo and general manager of the Waverly, N. Y., firm, made public the news of an addition to the household in a most unique way. He sent out an announcement that read: "Mr. and Mrs. W. S. Young announce the completion of their male quartette, Douglas Ashton Young, joining October 31, 1929."

W. S. Miles of the firm of P. B. & C. C. Miles, grain commission merchants of Peoria, has been appointed by Mayor Woodruff as a member of a special committee to prepare preliminary plans for the proposed waterway terminal for Peoria. Mr. Miles, it may be recalled, was the winner of the grain dealers' golf award for low net, at their recent convention in his city.

but are facts plus estimates and forecasts of the unknown and unknowable.

Every moment of the market day the wires are bringing in new facts, and the estimates are thus constantly being checked up and changed to fit latest information. This makes the price fluctuate by very small degrees but very frequently.

Before there were grain exchanges and railroads, telegraph wires and radio, the price would remain the same for several days, and then suddenly drop, sometimes 50 cents in one day, or rise and fall as much as \$2 in a month. Instead of a few big fluctuations, there are now many small fluctuations with a much smaller total range. This is due to the fact that the grain markets can now, with these improved news facilities, respond to momentarily changing conditions.

SUPPLY, DEMAND DOMINATE

Future trading in no way sets aside the law of supply and demand. Many attempts have been made to deal with this question statistically, and to show what is the price which supply and demand, acting freely, would actually fix. The demand side of the market cannot be stated in full statistically. On the supply side there are some figures published by the department of agriculture and recognized authorities. The first thing we observe in these statistics is that it is not the United States wheat crop that is important in price making, but the world crop. We can examine the Chicago Board of Trade then by this specific test: Does the wheat price in Chicago correctly reflect world conditions of supply, rising when the world crop is short, falling when the world crop is large?

Using this test, the evidence is convincing that Chicago prices are a barometer of world supply factors, always going up with a small crop, always going down with a big crop. During the crop year the wheat prices respond to various supply factors. For instance, the size of the United States crop as estimated by the Government, is important. These estimates begin to have effect in March, because then they deal with winter killing, and other prospects of the winter wheat both at home and abroad. By the time May arrives the Government estimates of planting of Spring wheat affect the supply figures, and correspondingly affect the market.

By June and July, Government estimates cover both acreage and yield for the United States. By this time Canadian estimates are trustworthy concerning the Canadian Spring wheat crop.

During August and September, Canadian supply figures are the most important factors on the supply side. By November and December the market interest has shifted to the southern hemisphere, for at that time Argentina is the big new factor.

In January and February, Australia holds the stage with the supply estimates. This brings the crop year around to India, and the prospects of the crop in Europe.

An examination of these factors in connection with the Chicago prices for the 24 years, 1890-1913, shows that the Chicago Board of Trade wheat prices reflect world supply and demand conditions with great accuracy. Instead of setting aside the law of supply and demand, the Board of Trade through its future trading furnishes the best yardstick of supply and demand which the world has today. As a matter of fact, most of the smaller grain exchanges of Europe do not begin their daily future trading till a late hour in the afternoon, thus having the benefit of the Chicago opening quotations as a guide to wheat values. Nine-thirty in the morning in Chicago is the same as 3:30 in the afternoon with several of these European markets. Their attention to the Chicago quotations is a high tribute to the importance and reliability of the Chicago prices.

The Chicago market is the world's widest grain market and has the most traders. Being a wide, liquid, continuous market, its quotations are the world's best barometer of wheat values. Hence, its quotations are now disseminated with the utmost accuracy and speed to the farthest corners of the earth.

It is the hub of the machinery that spreads the tossing sea of yellow grain—the staff of life—evenly over the consuming countries of the world.

Wheat and Its Distribution

By EDWARD JEROME DIES

THREE billion bushels of wheat is needed by the world each year. It must have this much. It can use more. Place this yearly crop in a pile, and then heap beside it all the metal gold mined in a year and the wheat pile will have a value seven times greater than the gold. Wheat grown in the United States alone is worth twice as much as the gold mined in a year.

Continuous as the rising sun, the tidal wave of yellow grain flows over land and sea every month of the year. Waves of ripening wheat toss in the wind from the broad flat stretches of Saskatchewan to the Plata in South America, and from the Volga to the Nile, and along the winding streams of rugged India.

From thousands of little rivulets, the mighty sea of wheat converges, pours down across the Great Lakes, and spans the Pacific, the Atlantic, and the Indian Ocean. Slowly, and with scientific precision, it finally spreads itself over the land—all lands—to serve mankind as the eternal staff of life.

Behind all this ceaseless activity in the world of wheat stands the machinery of distribution. It is gigantic, but so is the task of spreading out the crop over many lands. The hub of the crop-moving machinery is the grain exchange. It has been found that one of the most useful instruments in our commercial life is future trading as conducted on the organized exchanges.

There has been a slow and steady growth of organized future trading in the past 75 years. Today this modern business practice, with its speed, its economy, and its efficiency, is in common use for moving such commodities as grain, cotton, cotton seed, cotton seed oil, sugar, coffee, rubber, raw silk, cocoa, hides and skins, jute and burlap, tin and pork products.

The fact is that future trading is having a steady and continuous growth all over the commercial world, particularly in such progressive countries as the United States, Canada, England, France and Germany.

In this connection, it is interesting to examine the

relationship of future trading to the law of supply and demand in the wheat market. The principles which hold true for wheat hold true for other commodities traded in on the exchanges.

Future trading in wheat means the buying and selling of contracts for wheat—the price, the amount and grade of wheat, and the time and place of delivery all being part of the contract.

In this definition, the important point to note, so far as wheat is concerned, is that future trading is not trading in wheat but in contracts. Contracts are bought and sold, not wheat. The contract calls for wheat, and any person who holds the contract until the specified delivery time comes is certain of getting the wheat desired at the contract price. The integrity of these contracts is universally recognized in the trade itself and is upheld as legal and binding by the United States Supreme Court.

The law of supply and demand is manifested in various ways. Strictly speaking it is not a law, but a general principle—a general principle in economics, according to which prices fluctuate. When this principle is applied to a wheat market, such as the Chicago Board of Trade, it means that an increase in the supply of wheat, either present or prospective, influences prices downward; a decrease in the supply of wheat, either present or prospective, influences prices upward; an increase in the demand for wheat, present or prospective, influences prices upward; a decrease in the demand for wheat, present or prospective, influences prices downward.

BAROMETER AT CHICAGO

At the central world grain market, the Chicago Board of Trade, which is a price barometer that registers but does not make prices, national and international forces of supply and demand meet and contend and record the constantly shifting balance of these two general forces of supply and demand.

Usually there are a multitude of factors of supply and demand which are known, and many which are not known. In the market sense, supply and demand are not scientific facts, stated statistically,

THE AMERICAN ELEVATOR AND GRAIN TRADE

TRADE NOTES

The S. Howes Company of Silver Creek, N. Y., in its Catalog 122-AE, calls attention to the attractiveness and salability of diced corn as compared with the ordinary cracked corn. This diced corn is made on the Eureka Corn Cutter and Grader, and the catalog tells how and why.

The Webster Manufacturing Company of Chicago which has reported considerable activity lately, advises that the latest contract is for the machinery and elevator equipment of the new elevator to be built by the Famo Feed Milling Company of St. Joseph, Mo. Horner & Wyatt of Kansas City are consulting engineers on the job.

The Link Belt Company of Chicago, has reason to feel gratified at the excellent performance of the Link-Belt Silent Chain Drives in service in the elevator of the Port of Houston, Texas. The loading galleries of this elevator are long and the climate is far from congenial to machinery, but the exacting service required has been performed without a hitch by the Link-Belt Drives.

The O. W. Randolph Company of Toledo, Ohio, has had a busy fall putting in driers of the Producers Warehouse & Elevator Company of Buffalo; Chicago & Alton Railroad Elevator at Kansas City; the C. B. & Q. Elevator at St. Louis; Pillsbury Flour Mills at Atchison, Kan.; and the Schultz-Baujan Company of Beardstown, Ill. An interesting feature of this announcement is that different engineers and contractors are building each of the plants, respectively: A. E. Baxter Engineering Company, engineers and the M. A. Long Company of Baltimore, contractors; Horner & Wyatt, Kansas City, engineers; James Stewart Corporation, Chicago; Jones-Hettelsater Construction Company of Kansas City; S. T. Edwards & Co., Chicago, designers and the Macdonald Engineering Company, Chicago, contractors.

The policy of the Republic Rubber Company of Youngstown, Ohio, of distributing its conveyor belting and other products through established elevator milling, and other industrial supply houses, is proving to be a great convenience to the trade, as an elevator in any part of the country can obtain a belt promptly from a supply house in near-by territory, saving delays and the cost incident to branch overhead where it is all charged to one product.

Armour's Farmers' Almanac for 1930 is just off the press. It is published by Armour Fertilizer Works of 11 W. Jackson Boulevard, Chicago, Ill., and in addition to the usual calendar with historical and zodiacal references, it has a series of short articles by some of the leading scientists of the country. These articles, by such men as H. R. Kraybill of Purdue, Emil Truog of the University of Wisconsin, G. S. Fraps, state chemist of Texas, W. H. Stevenson, Iowa State College of Iowa, John R. Fain of Georgia, G. W. Forster of North Carolina and others, relate the effect of fertilizer on the size and quality of different crops. This is of as great interest to grain dealers as to farmers, and grain dealers are showing their appreciation of the fact by handling fertilizer in increasing amounts as a sideline, giving them a profit both coming and going. A copy of the Almanac can be obtained from the Armour Fertilizer Works by mentioning this paper.

U. S. FIRM WINS RUSS ELEVATOR CONTRACTS

The major part of the new Russian expansion of grain handling and milling facilities, as outlined in this publication last month, will be effected by an American firm. The Macdonald Engineering Company, Chicago, has been awarded contracts this month by the Union of Soviet Socialist Republics, for the erection of grain elevators, flour mills, and miscellaneous industrial structures involving the expenditure of about \$110,000,000. Bids were made

by the Chicago firm in competition with many foreign companies, and were accepted by the soviet officials on a cost plus basis. Details of the transaction were first reported on November 11, by an Associated Press dispatch from Moscow.

The government will supply the capital, material, and labor, while the designs of the plans will be made and the work directed and supervised by a staff of 45 American engineers and steel construction experts. This will be the largest force of American engineers ever to enter Russia. The contract is one of the largest ever awarded by the soviet government.

Five flour mills each of 2,000-barrel daily capacity will be erected at various points in the new European Russia and Siberia. Huge elevators will feed the mills.

The company will be paid on a cost basis plus a fixed fee that is said to be the largest ever paid by the soviet government. Payments will be made in dollars through the Chase National bank of New York periodically. The company will have its headquarters in Moscow.

Negotiations for the contracts which include an agreement to train Russian engineers in the company's offices in this country, were made by Robert P. Durham, president of the Macdonald Engineering Company.

A NEW BELT CONVEYOR IDLER

The grain trade can probably lay claim to the distinction of being the first industry to use belt conveyors extensively for handling material in bulk and there are possibly more belt conveyors in use handling grain than in any other single field of business activity in the world today.

A checkup of all these installations would probably show that more than 95 per cent of all this equipment is of the old sleeve type grease lubricated idlers which require constant attention and a considerable amount of labor and lubricant.

The average belt speed in handling grain is from 700 to 750 feet per minute, whereas the average speed of sand, gravel, coal and other heavier commodities is nearer to 300 feet per minute. Naturally, with the higher r.p.m. of all units, it would be expected that there would be a tendency to use the modern development of anti-friction conveyor idlers with ball or roller bearing, but for various reasons this trend has never become common.

In the early stages of the use of anti-friction bearings for this type of equipment there were mistakes made in application of the bearings or improper protection to exclude dirt, grit and other foreign substances. These mistakes, which in the development stage might be considered only natural, nevertheless gave to this type of idler a "black eye" for the time being and delayed the adoption of such equipment until such time as it was past the experimental stage.

However, following the early developments and mistakes, the manufacturers of anti-friction idlers went to the other extreme and introduced such features of refinement, protection of bearings, etc., that the cost of anti-friction idlers became, to the grain trade, at least, rather excessive.

There is no question but that there has been some beautiful and practical development along these lines and results have definitely shown that the use of anti-friction idlers is highly desirable. The greatest advantages are, that conveyors thus equipped require only about one-half the horsepower required for grease lubricated idlers. Idlers will operate for from three to six months or longer with one proper lubrication of the equipment and the amount of lubricant required is much less and can be applied much quicker, and naturally, the amount of labor for maintenance is much less than when idlers must be lubricated every few days and in some cases every day.

Another factor is that with the power requirements cut in half, the strain on the belt is correspondingly reduced so that the life of the belt is materially increased and in the case of replacements, belt can be of lighter weight.

However, with all of these apparent advantages,

the cost of such equipment has been such that the grain trade generally has not, to any great extent, adopted the use of such equipment, although, during the past few years quite a number of prominent installations of anti-friction belt conveyor idlers have been noted.

It would therefore seem natural that the grain trade in general would welcome the advent of the new Robbins Anti-Friction Belt Conveyor Idler, because of the fact that here is an idler of this type practically in the price range of the old grease lubricated equipment.

It presents a number of features of special interest. Particular attention is called to the fact that the opening between the horizontal and inclined rollers is less than one-eighth of an inch which, with the rounded corners of the rollers, eliminates any possibility of pinching of belts which, in the past, has been a serious and expensive drawback.

Another feature of unusual interest, especially to the grain trade, is that this idler may be arranged to replace the old grease lubricated idlers now in use by means of adapters, thus allowing the use of the old stands now in place. This, particularly, refers to the idlers having the concentrators offset from the flat rollers. The concentrators may be any length desired and inclined at any desired angle and flat rollers made to correspond, although the standard units are made with all pulleys equal length with concentrators inclined at the standard angle of 20 degrees. This angle however, may easily be made to suit any desired condition and therefore old installations can be changed over without altering height of belts or interfering with trippers, loading spouts or other permanent clearance.

This idler is made by the Barnard & Leas Manufacturing Company of Moline, Ill., whose name has been synonymous with high quality in the milling and elevator industry since 1860, and who are now devoting considerable of their effort and energy to the further development of the elevating, conveying and material handling departments of their business, gradually increasing their present line to include trippers and all types of equipment required to meet any conditions required in material handling installations.

ANNUAL LIVE STOCK SHOW SET FOR EARLY DECEMBER

America's farm wealth will be loaned to Chicago for one week when from Saturday, November 30, to the following Saturday, December 7, the choicest products of the livestockman's and farmer's skill will be on display at the International Live Stock Exposition at the Chicago Stock Yard.

As of recent years, the coming international exposition will be as world-wide in fact as it is in name. Already samples of wheat have been received from far-away New South Wales, sent from the other side of the earth to compete with the finest products of the fields of the United States and Canada in the International Grain and Hay Show.

Entries will be accepted in the livestock departments up to November 1, says B. H. Heide, secretary of the exposition, and for the Grain and Hay Show, the closing date is set for November 10. Those who plan to compete in the spectacular car-load-lot contests of fat cattle, sheep, or swine, can make their entries up to November 23. At the more recent shows, over 100 choice loads of fat cattle have each year been on view in the Chicago Stock Yard pens, adjoining the exposition buildings, and according to general opinion, are among the most interesting and educational spectacles of the entire exposition.

An unusually brilliant horse show is assured. Since its inception, one of the foremost horse shows of the world, the fact that for the coming event the leading horse fanciers in the country have indicated their intention to exhibit, leads to the confident forecast by the management that a horse show of extraordinary interest will take place this year.

Railroads are offering reduced fares to Chicago for this event. Local ticket agents will supply details on the bargain rates.

NEWS LETTERS

NEW YORK
G. K. TRAFTON - CORRESPONDENT

TRADING in tickets of membership in the New York Produce Exchange was very quiet during the past month, which was largely traceable, no doubt, to the great unsettlement prevailing in all quarters as a result of the sensational decline in the stock market. Because of the many calls sent out for increased margins, forced liquidation developed in all markets and as far as the produce exchange was concerned led to the selling of a regular membership at as low as \$11,000, which compares with sales a month ago at as high as \$18,500. As this ticket, however, was more or less "in distress" the low price is not regarded as a true criterion of the market. Incidentally, it is noted that memberships in various other exchanges have also sold at substantially lower prices as a result of the crash in stocks.

* * *

Joseph Toussaint of Sanday & Co., Inc., grain merchants, was elected to membership in the New York Produce Exchange early in November.

* * *

Edward F. Dougherty, well known in grain markets for about 20 years and for the past 11 years connected with the New York office of E. Lowitz & Co., will hereafter represent that firm on the floor of the produce exchange, having been elected to membership last month.

* * *

Alexander Moore of the John E. Bastien Grain Company, Chicago, was among the mid-October visitors on the New York Produce Exchange.

* * *

Growing interest in the securities market on the New York Produce Exchange is indicated by the steady addition to its membership of representatives of investment houses. About a dozen applicants were elected during the past month, including: Peter P. McDermott of Peter P. McDermott & Co.; Charles Mills of Peter R. Lawson & Co.; Edward J. Lebkowicz of de Saint Phalle & Co.; C. S. Worthington of Winslow, Lanier & Co.; Martin Weiss of Martin Weiss & Co.; Victor J. Dwyer of Churchill & Co.; Thomas C. Davidson of A. M. Kidder & Co.; George W. Vanderhoef, Jr., of Vanderhoef & Robinson; James Wentz of Lage & Co.; Joseph Stone, and Frank Maguire.

* * *

Members of the New York Produce Exchange, and especially those interested in the securities market, continue to display great satisfaction with the progress being made. The volume of trading during October made a new high record total, 2,708,220 shares, which compares with the previous record of 2,524,078 shares established in September. A very wide range of securities is covered in the above trading, the number of members qualifying to do business is steadily growing, and new applications for admission to membership appear every month.

* * *

Clarence S. Betts, for many years prominent in the local grain trade, is an applicant for membership in the New York Produce Exchange.

* * *

James D. Norris, assistant treasurer of the Norris Grain Company of Chicago and Kansas City, paid a brief visit last month to members of the grain trade on the produce exchange.

* * *

Members of the exchange, and especially those in the seeds trade, were greatly pleased during mid-October to learn that Marshall H. Duryea had returned to business. Mr. Duryea, who has been a prominent and popular figure in the seeds trade for many years as president of the Nungesser-Dickinson Seed Company of Hoboken, N. J., had been absent for several months because of a severe illness and at one time his condition was reported as very serious.

* * *

E. P. McKenna of McKenna & Strasser, well known grain merchants on the Chicago Board of

Trade, spent a few hours last month with his many friends in the grain trade on the New York exchange.

* * *

Herbert A. Dessau of Melchior, Armstrong & Dessau, Inc., exporters and importers, has been elected to membership in the produce exchange.

* * *

Richard J. Timothy, an employe of the New York Produce Exchange for the past 15 years, was married on October 30 to Miss Mary Ann O'Connor of New York City. A few days prior to the important event he was the guest of honor at an informal dinner at the New York Press Club where his many friends, including those in "the newspaper crowd," presented him with a handsome silver dinner service in addition to numerous "comedy" gifts.

* * *

Members of the exchange bowling league who have been faithful in their attendance at the weekly meetings on Dwyer's Alleys have been turning in some excellent scores and appear to be getting into good shape to meet the representatives of other organizations. The honor of being the first to win a prize went to A. F. Therrien who rolled 234 and won the prize for actual net score as well as for score with handicap added. Other high scorers were: Terry—226, 211; Dahl—215, 211; Porter—211; Hoey—205; Fritz—204, 203, 200; Lee—204; Kaiser—203; Moore—202, 201; Straub—202; Seale—200.

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H. L. Elroy of H. G. Elroy & Co., Inc., freight brokers, was elected to membership in the produce exchange at the early November meeting of the board of managers.

* * *

That many firms and individuals interested in trading in securities of all kinds are eager to secure some of the business being done in the securities market on the produce exchange is indicated by the fact that applications for membership from seven such firms and individuals are now on the bulletin boards awaiting the action of the board of managers, viz: Roy F. Wilson of Pynchon & Co.; Newton C. Eblen of Eblen & Co.; Eugene C. Roberts, Jr., of E. C. Roberts & Co.; Alton C. Elterich of W. D. Yergason & Co.; William A. Kreglo, Jr., of Walfarth & Ilsley; Jack H. O'Connor, associated with Ludwig E. Goetz, and Jas. J. McLean, Jr.

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I. Usiskin of S. Usiskin, brokerage and commission merchants of London, England, has been elected to membership in the produce exchange.

PEORIA

IVAN L. REVEAL CORRESPONDENT

OCKS of new corn have been rolling into the Peoria market for the past two weeks in increasing amounts, with 50 cars on November 7, making the high record. Demand for the new crop from local industries is holding up well although there is some tendency to clean up the heavy supplies held in storage.

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Soy beans at the rate of from one to seven cars daily are also being received on the Peoria Board of Trade in addition to those received direct by the American Milling Company, branch of Allied Mills, Inc. Many of the beans are grading No. 2.

* * *

William S. Miles, of the firm of P. B. & C. C. Miles, was chairman of the committee which led the campaign for an increased tax rate for the schools, of Peoria. At the election held November 5, the proposition was approved by the voter by a substantial majority. Mr. Miles is a former president of the school board.

* * *

Trading on the Peoria Board of Trade was suspended on October 30, while members paid tribute to Herbert Fox, who that day completed 41 years as inspector for the exchange. President Sands called on P. B. Miles, veteran member of the exchange, who highly commended the work of Mr.

Fox during his more than four decades of service, and presented him with 41 roses, one for each year of service.

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E. S. McClure, head of the E. C. McClure Company, member of the Peoria Board of Trade, is confined to a local hospital.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

HE grain market at Milwaukee has been unusually erratic for the past month with a number of changes in receipts which are hard to understand when based on the crop situation. The most favorable element of the October report on receipts was in oats with offerings of 2,125,000 bushels as compared with only 949,000 bushels for the corresponding month last year. But along comes barley with only 1,152,000 bushels. A year ago for October the local market had an exceptionally fine run of barley which totaled 2,110,000 bushels. Wheat trade at Milwaukee seems to have taken a considerable slump after the fall run of grain from the Southwest. Corn receipts appear to be running about normal with just moderate gains over those of a year ago. The rye business of Milwaukee fell to an unusually low level. Local grain men declare that their reports from the western corn belt indicate that the corn yield is not going to be as large as first expected. The reports from various sections of Iowa and Nebraska are that the husking shows the harvest may be considerably below the first expectations. However, they still think that a high record will again be set in corn receipts this winter at the Milwaukee market. This prediction is based on the fact that Milwaukee is a market of growing importance in corn.

* * *

Malt business at Milwaukee still seems to be slumping, judging by the very small shipments which are being made from this city. The shipments made for October proved to be only 144,000 bushels as compared with shipments of 241,000 bushels for the corresponding month of one year ago.

* * *

The great obstacle in the way of Milwaukee harbor building, namely the inability of the city to get the strategic land site occupied by the Illinois Steel Company, is expected to be overcome with an agreement made between the city's representatives and the managers of the Illinois Steel Company. This agreement calls for a payment of \$5,000,000 for the 16½ acres of land which is being sought.

The committee which has been working on the proposition is pleased with the offer although the original offer of the city for the same site was only \$3,000,000. The offer will be forwarded to the city council with every prospect that it will be speedily accepted.

The city is planning on huge improvements at this site when the purchase is completed. Freight and package piers are being planned. There will be open docks and car ferry slips and railroad trackage, all of which will cost many millions of dollars over a period of years. The city is already planning for a dry dock and a ship repair plant as there has been considerable demand for this kind of facilities. It is now contemplated that this ship repair plant will be placed on this steel plant site.

* * *

Milwaukee is getting to be loaded up with grain too, in line with the other markets of the midwest. The recent reports of the chamber of commerce indicate that there are more than 6,500,000 bushels of grain in the commercial elevators. This is within 1,000,000 bushels of the capacity of these elevators. The recent figures show that Milwaukee has 4,774,000 bushels of oats, 806,000 bushels of barley, 716,000 bushels of wheat, 240,000 bushels of corn and 549,000 bushels of rye.

* * *

New corn is being received in limited quantity from Iowa, Minnesota and South Dakota and also some from Iowa and Nebraska. The Wisconsin corn is expected to come a little later. Grain deal-

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ers say the quality of most of the corn has been excellent with not a high percentage of moisture shown.

* * *

Two men were burned and three escaped with minor injuries in the explosion and fire at the Smith Milling Company's plant at Thirty-sixth and Lincoln Avenue. The destruction was laid to a dust explosion in the grain bin which caused considerable loss to the interior of the plant which was a three-story structure. The concrete bin was cracked open by the force of the blast and two six-inch walls separating the grinder room from the elevator were also blown out. Machinery in the grinder room and other parts of the plant was wrecked. The grain stored in the bin caught fire and apparatus was rushed to the scene. The firemen soon had the flames under control but the blaze continued in the grain for a time. Among the by-products manufactured by the milling concern is bird food. S. M. Smith, the president of the company, estimated the total damage as around \$25,000. According to the records the Smith plant was the scene of an explosion in 1917 in which three men were killed.

* * *

The Milwaukee Chamber of Commerce voted to oppose any plan of the United States to have a 13-month calendar. In fact any scheme of calendar change was not approved by the membership.

* * *

The firm membership privileges of the Hensey & Owen Company have been cancelled at the request of the company which has dissolved.

* * *

One of the most recent ship loads of grain to go out was that of the John Anderson with 242,000 bushels of oats. This grain went to Fairport, Ohio, and was loaded at the Kinnickinnic Elevator of the Donahue-Stratton Company.

* * *

"You cannot get away from the fact that the price of wheat is fixed on a world basis," declared Harry A. Plumb, secretary of the Milwaukee Chamber of Commerce. "If Europe cannot buy the wheat that is wanted at a fair price from America, it will go to other countries to get it."

The grain dealers of Milwaukee assert that much of the grain which has been raised this season in the Northwest is still in the hands of the growers and all of this grain might benefit by any advance which may be induced by the Federal Farm Board. However, the feeling is that with grain backing up at the Great Lake ports, and also piled up all along the St. Lawrence route and along the Atlantic seaboard and at gulf ports, there is not much chance of advancing the price to any great extent.

* * *

The rate of interest on advances at the Milwaukee Chamber of Commerce for the month of November have again been fixed at 7 per cent. This is the higher rate instituted not so long ago.

* * *

Corn production of the state of Wisconsin has been recently estimated at a little over 80,000,000 bushels as compared with 91,000,000 bushels for the previous year.

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C. U. Smith, terminal director at Milwaukee, says the municipal harbor is beginning to show progress. Since July, 6,121 cars have been dispatched east and west from the municipal car ferry slip.

DULUTH

S. J. SCHULTE - CORRESPONDENT

ANOTHER farmers' co-operative body to take out membership on the Duluth Board of Trade was the Farmers Grain Company with headquarters at Devil's Lake, N. D. That was indicated recently in the election of Ole Strumgard to membership. This concern along with three others are shipping their grain to this market and hedging their trades here. They admit that their shipments have been held down to a minimum, their sales policies being mapped out on the assumption that necessary funds to carry their grains are available from the Federal loan banks.

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H. T. Watson of Minneapolis has been elected a member of the Duluth Board of Trade taking over the membership of J. H. Riheldaffer. He does not propose to operate on this market.

* * *

T. J. Larsen of Outlook, Mont., secretary of the Montana Grain Dealers Association was a recent visitor at this market, being introduced by H. J. Atwood. He said that grain growers in his district have been facing a difficult situation this year as a result of the failure of their crops through drought to a great extent. Fall plowing has been also held back for that cause. In spite of their

experiences during the past season, farmers are endeavoring to carry on through diversifying their activities.

* * *

Earl M. White of the White Grain Company was a delegate from this market at the annual convention of the grain dealers association at Peoria, Ill. He said that what impressed him greatly was the confident spirit shown in the various discussions that present difficulties of the regular dealers would gradually be overcome. Diversification of trade activities through the taking up of dairying and other outlets was agreed, by experts who addressed the various sessions, to have been aids in helping farmers over any rough spots.

* * *

Elevators at this point holding proportions of the nearly 4,000,000 bushels remaining on hand of the Hard Winter wheat, shipped up from Omaha early in the fall, are praying for a cold brand of weather so that the weevil pests in it may be killed off, as up to the present they have been placed to expense in turning over that wheat to prevent weevil depredations. James S. Graves, manager of the Capitol Elevator Company is in the meantime congratulating himself upon his stroke of good luck in disposing of that wheat in his house to a Buffalo milling company. At the time that wheat was routed to this market from Omaha it was understood by elevator interests here that it would be promptly shipped out. The subsequent tying up of the mills through lack of export outlets for their flour led to that grain being held back here.

* * *

Duluth grain men came in for congratulations on the part of the Northern Shippers Advisory Board upon their success in handling a difficult situation this season. It was shown that elevators at the Head of the Lakes have been surprisingly successful in warding off congestion through holding back the runs from the country in proportion to the abilities of the terminals to take care of them. It was regarded as surprising that October receipts and shipments from the houses had been held down to such an even keel.

* * *

Vessel agents on this market are being commended for smiling through when conditions have been trying. Those officials claim that the present season of navigation has been the most disastrous from an income point of view of any of past periods in their histories. Steamers to hold grain for winter storage, Buffalo deliveries have been recently booked here at five cents and space for prompt unloading was taken at two cents recently. Shipping agents have been strongly represented on the grain markets here for years and handlers of grain have always considered that the best of service and accommodations have been accorded them.

* * *

Elevator and commission houses on this market are simply marking time at present to study the situation created by the announcement that the new national grain corporation sponsored by the Federal Farm Board, may place a sales organization in operation on this market.

* * *

Farm marketing concerns now holding memberships on the Board of Trade here may be fused into one organization for the purpose of effecting greater economies in operating it has been announced. The trade here does not profess to see much, if any, promise of hope in holding grain off the market for obtaining better prices later, as suggested, the funds to enable the carrying out of that policy being obtained by loans from the farm loan banks.

* * *

Pit operators and spot buyers here have been kept on the jump on this market for some time back in protecting their operations from breaks that have been coming about with displeasing persistency. Making a survey it is to be noted that Durum wheat futures are over 12 cents and rye futures from six to seven cents off from a month ago. Specialists in the rye market feel that they have been relatively badly hit, but as holdings have been carefully hedged they feel that everything will work out alright and in the meantime full carrying charges are being earned by the elevator companies. A good export trade in rye was put through by some of the commission houses early in the fall, as what were regarded as fairly liberal quotations. The run of rye to this market made a good showing last summer, attributable to the boosts in prices brought about during that period. Shippers were estimated to have received much more liberal returns than had been hoped for.

* * *

A start has been made upon erection of additional bins that will add 3,000,000 bushels to the capacity of the Great Northern Railroad's grain elevator system at Superior. Progress is also being made in the building of an addition to the Itasca Elevator Company's house at Superior. The Great Northern additional space will be available late next spring and the Itasca addition early in the new

year. Elevator men are assuming that the additional space afforded may prove a life saver in heading off congestion this winter.

* * *

Duluth grain commission houses with Winnipeg connections have been flattered themselves upon having succeeded in pulling off some interesting trades up there during the present crop year. The head of one of the oldest established Duluth houses drew attention with a show of satisfaction to having effected the sale of a round lot of No. 2 Spring wheat to their Saskatchewan Pool at around 65 cents a bushel above the price that could be obtained now. Duluth interests generally are conjecturing upon the possible effect of the Saskatchewan Pool's recent announcement of its inability to make final payment to growers of the balances due them on sales of their 1928 crop. Grain men here are wondering if the feeling created will be sufficient to induce a proportion of growers up there to do business with the regular charges shortly.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

THE situation, while quiet, is looking just a little more encouraging to the Louisville grain trade. Grain prices have suffered with the recessions in the stock markets. This has retarded buying, as buyers are not interested in a declining market. Again there is plenty of relatively cheap grain on the farm at this season, which reduces feeding demand. Elevator holdings are heavy, as wheat milling hasn't been large this fall, and mills still have large supplies on long storage with the public elevator plants, most of which are well filled up, with about all the grain they can take care of.

* * *

New corn has started moving to market. Most corn received is grading from No. 4 to sample. New corn is running 22½ to 25 per cent moisture for most part, and some of it showed that it was heating a trifle, with the result that it is being put right through the dryer, and moisture cut to 15½ to 17 per cent.

* * *

Distillers have received permits for operating, and two plants in Louisville, the Stitzel and R. E. Wathen plants will soon go into operation, while the Glenmore Distillery, at Owensboro, also Louisville owned, will operate. These three plants will make all of the bourbon whisky, or about 70 per cent of the 2,000,000 gallons authorized for medicinal production this winter by Commissioner J. M. Doran. The rest will be rye whisky, made probably in eastern rye distilling plants. Local grain dealers have received inquiries and some orders for rye and corn from the distilling interests.

* * *

C. A. Villier, of the Kentucky Public Elevator Company, remarked that while the company was finding things quiet, figuring daily handlings of in and outbound shipments, it was loaded up with storage grain, and was beginning to run its corn dryer, with prospects that the dryer would be kept busy for some time to come.

* * *

Ed Scherer, of the Bingham Hewett Grain Company, Louisville, contended that business was very slow, due to the continued downward trend of the market, and without much hopes of improvement until prices stiffen again.

* * *

The mill of Crawford & Snyder, at Milton, Ky., known as the Trimble mill plant, was recently destroyed by fire. The elevator was saved, but considerable water damage reported to about 20,000 bushels of grain. Loss was reported at \$50,000, with but small insurance.

* * *

Reports from western Kentucky are to the effect that a very large corn crop has been harvested in the Ohio River bottom lands. Reports also indicate better wheat planting this year than for some years past, and a much better start.

* * *

Steady enlargement of river movements of grain are now in prospect on the Ohio River as a result of completion of the nine foot all year boating stage, made possible by the system of locks and dams, or canalization of the river, on which the Government's engineering department has been working for 50 years. President Hoover was in Louisville in late October, in connection with river celebrations, making the trip from Cincinnati to Louisville by boat, when a flotilla inspected the river from Pittsburgh to Cairo, carrying a large delegation of shippers, receivers, engineers, etc. Barge lines are increasing equipment, and another barge line is being formed. Riverside terminals,

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with warehouses, conveyors, etc., for transferring all classes of freight from river to rail, rail to river, or to warehouse, have been installed at some points, and such a plant is now being installed at Louisville.

* * *

It has been contended for some years that with completion of this work some riverside elevators would spring up at various points along the Ohio. Today there isn't a single grain handling plant on the riverside at Louisville, and virtually all grain handled by river boats and barges, is on a sacked basis.

* * *

The Maysville Milling & Feed Company, Maysville, Ky., capital \$50,000, has been chartered by T. A. Duke, Katherine P. Cochran, R. E. Newell, and J. R. Branon.

* * *

The W. S. Judy Seed Company, Arrow Point Farm, between Lexington and Richmond, Ky., capital \$100,000, has incorporated, W. H. Reynolds, W. S. Judy, John K. Judy, and H. C. Judy being the incorporators.

ST. LOUIS
FAIRMOUNT CORRESPONDENT

AMONG the papers of Fred W. Seele, who departed this life about a month ago, was found his membership certificate in the St. Louis Merchants Exchange. On examination it was found that he had endorsed on the back of the certificate a bequest as follows:

"I hereby request that this certificate be surrendered to the St. Louis Merchants Exchange of St. Louis for cancellation without payment of any money for such return. I have used it with profit for myself and my heirs and desire to present the membership with my compliments to dispose of as the president and Board of Directors may see fit.

The membership was dated December 11, 1893 and the above request was made in 1918. The membership has been framed and exposed on the Merchants Exchange and much favorable comment has been expressed at this bequest. This was the first one of the kind on record.

* * *

Chauncey J. Gundelfinger, manager of the private wire of the Updike Grain Company here, was married on September 28, at Troy, Kan., to Miss Helen Pope. The marriage was kept secret for a while. Mr. Gundelfinger at the time of his marriage was St. Joseph manager for the Kellogg-Huff Commission Company, and contemplating a change at that time, did not announce his marriage until October 10. Mr. Gundelfinger is well known both in St. Louis and the St. Joseph markets and well liked by the membership. Many congratulations were given to Mr. Gundelfinger.

* * *

The following transfers of membership were noted: John Frederick Wermuth from D. E. Moore. Mr. Wermuth is connected with the Continental Export Company. Clarence Carl Fivian on transfer from Karl George Baertl. Mr. Fivian is also connected with the Continental Export Company. Karl George Baertl was connected with the Continental Export Company here for several years and has moved to Galveston, Texas, in the export department with the Continental Export Company at that point. Mr. Baertl is a native of Holland where his father is an importer of grain.

* * *

Much regret was expressed by the membership on learning of the death of the young wife of Elmer Stieffel who is manager of the St. Joseph office of the Kellogg-Huff Commission Company. His wife died on October 27 and was buried at St. Louis, on October 29, leaving an infant daughter.

* * *

E. C. Andrews, Sr., president of the Always-Ahead Mills at East St. Louis, Ill., departed this life on September 23. He was 67 years old and died at his home 4914 Argyle Place, as a result of pneumonia, contracted when he was attending the National Dairy Exposition. He was a well known figure in feed and milling circles throughout the Southwest. Mr. Andrews was a native of southeast Missouri, becoming prominent in the milling business at Nashville, Tenn., where he operated the Liberty Mills. Twenty years ago he came to St. Louis from Nashville and became associated with the Kehlor Flour Mills in the capacity of vice-president and general manager. He later was president of the Hall Milling Company until he founded the Always-A-Head Milling Company which was operated by him and his son, E. C. Andrews, Jr. They were large manufacturers of feeds. Mr. Andrews has served as director and president of the St. Louis Merchants Exchange and has always taken

an active interest in exchange affairs. He was a member of the Masonic bodies and of the Shrine at Nashville, Tenn., and in addition to his son, Mr. Andrews leaves his widow and step-son, Logan T. Williamson of Atlanta, Ga., and a step-daughter Mrs. Anna Martin. The funeral was held at Nashville, Tenn.

* * *

Frank B. Waddock who for many years was associated with the O'Connor Market Reporter Company who published the market paper of St. Louis, announces that effective about November 15 he will be connected with the Seele Brothers Grain Company in their wheat department. Mr. Waddock is very popular among the membership and much success has been wished him by individual members. Since the death of Fred W. Seele, president of the Seele Bros. Grain Company, his two brothers, Eugene W. Seele, Edward C. Seele and M. R. Parrott who has been connected with the firm for many years will continue to operate the business as heretofore, this with the assistance of Frank Waddock. They are large dealers in grain and operate the Western Elevator.

* * *

The name of Samuel has long been identified with the grain trade on the Merchants Exchange of St. Louis, Missouri. E. M. Samuel & Son were pioneers in the St. Louis grain trade, starting in business in the year of 1870. The business was founded by E. M. Samuel who was president and founder of the Commercial Bank of St. Louis. Associated with them were his sons, Edward E. and Webster M. Webster M. Samuel was a president of the St. Louis Merchants Exchange and later president of the United Elevator & Grain Company. The subject of this sketch, Adderton Samuel, started in the grain business at the age of 14 years old with the United Elevator & Grain Company, with whom he remained for many years, until he associated himself with the Orthwein Bros. & Co., later the W. D. Orthwein Grain Company. When they retired from the grain business he took over their business and is operating as the Orthwein Grain Company. He is a son of E. E. Samuel of the original firm of E. M. Samuel & Son. He has had vast experience in every branch of the grain business and has been a successful merchant. He has also been very active in Merchants Exchange affairs serving as a director and as member and chairman of various committees. He is active, energetic and gives close attention to his grain business. He is considered one of the best judges of grain on the St. Louis market. Mr. Samuel is a bachelor and lives with his mother and sister. He is a member of the Presbyterian Church and his hobby is golf.

INDIANAPOLIS
H. M. RUDEAUX CORRESPONDENT

CORN prospects in Indiana improved approximately 1 per cent according to the crop condition report issued by Purdue University October 17. The 1929 crop, estimated at 132,122,000 bushels, will be 85 per cent, of the 1928 yield. The corn acreage in Indiana is 4,262,000 acres, slightly lower than the acreage of last year, and proportionate to the general reduction in corn states. The yield for Indiana is estimated at 31 bushels an acre, about three-fourths of normal.

* * *

New corn is moving in small lots. The first car of new corn was received in Indianapolis, October 23, and was consigned to the Lew Hill Grain Company by the Baltic Mills of Vincennes. The corn graded No. 5 Yellow, weight 53 pounds a bushel. Moisture content 20 per cent; no damage. The quality was pronounced excellent for the first arrival, and if it is typical of what is to follow the crop is much above general expectations.

* * *

Arrivals of new corn are very light, and little movement is expected until colder weather sets in. Some arrivals are grading No. 3 with moisture content as low as 16.6, and weighing 54 pounds to the bushel. Dealers are of the opinion that the quality will be very good, although the demand at present will not warrant a heavy movement. The demand for all grain is erratic, and nothing else could be expected with the present market. Oats are in poor demand, with absolutely no call from the eastern or sea board houses. There is a fairly good demand for wheat of good milling quality, with premiums showing some advance. Advices on consignments are very poor, with poor outlook. The general trend is rather discouraging.

* * *

Reorganization of the Indiana Farm Bureau Federation to conform with provisions of the new Federal Agricultural Marketing Act, probably will be

carried out by delegates at the annual federation convention, November 25 and 26. It is proposed to revise the constitution and by laws of the organization to take advantage of the aid offered by the new Federal Farm Board, President W. H. Settle said. The proposed alterations were approved by federation directors on Friday, October 18. The present constitution and by-laws have not been changed since the federation was founded 10 years ago and are not adequate, in view of the increase and growth of various departments.

Suit asking an accounting of \$23,353.14 was filed against the Nashville Warehouse & Electric Company and several insurance companies by the Central States Grain Co-Operative in Superior court, Marion County. The complaint avers that a warehouse owned by the Nashville company and insured by the insurance company defendants, in which grain owned by the plaintiff was stored, was destroyed by fire in November, 1928. The Central concern was not paid for the grain that was destroyed, according to the suit.

* * *

The Indiana Grain Dealers Association, held a district meeting on Friday night, November 8, at the Grand Hotel, Vincennes, Ind. The corn crop was discussed, the present and future elevator situation, and soy beans.

The Central States Soft Wheat Growers Association, Inc., Indianapolis; filed papers with the secretary of state, changing its name to Central States Grain Association, Inc., and broadened its powers to handle all kinds of grain. The Central States Grain Co-Operative, Inc., Indianapolis, filed papers changing the name to Middle States Grain Co-Operative Association, Inc.

* * *

The corn husking championship of Indiana was determined on Wednesday November 6, without fear of prying investigators representing foundations for the advancement of anything in particular. The contest was not decided in a great stadium to the accompaniment of university bands and hysterical cheering, although there was no lack of enthusiasm on the spectators' part. There were no flying cleats tearing up and down the field, but in their place was plenty of flying husks. The chill of November marked the resumption of corn-husking contests.

Since Indiana always ranks among the leaders in the quality and quantity of corn production on an acreage basis, it follows that the good old Hoosier commonwealth offers some doughty huskers whose prowess exceeds that to be found anywhere else in the great American corn belt. Occasionally some other state excels, although Hoosierdom's entries are in the battle to the finish. State corn husking records fell Wednesday, when Charles Etter, 23 years old Benton County farmer, husked 33.84 bushels in his allotted 80 minutes in the Indiana contest staged on the Harry Teal farm near Shelbyville, Ind. The contest was viewed by 5,000 persons. Twelve contestants were entered in the event, the fourth annual husking competition in Indiana. Second place was won by Jesse Cossel, Tippecanoe County farmer, with 31.29 bushels. Third place went to S. E. Conrad of White County with 30.6 bushels. Harry Etter, a brother of the new state champion representing Newton County won fourth place with 30.4 bushels.

The grind of the husking competition is hard, it was pointed out by one football expert who was on the side lines. The expert produced statistics which said that a football player is only in actual activity for 13 minutes during a game, while the husker is working at top speed throughout the 80 minutes allotted him. The contest was sponsored by the *Prairie Farmer*. The periodical will pay the expenses of the young winner to the national contest at Platt City, Mo., November 15. He also received \$100 in gold and a gold medal for his victory.

* * *

An option to purchase a big chain of 15 grain elevators, valued approximately at \$800,000, has been taken by the Farmers' Co-Operative Company of Indiana, John Brown, of Monon, president, announced October 23. The chain is that owned by the Crabbs, Reynolds, Taylor Company, which has its headquarters in Crawfordsville, Ind. The transaction, Brown said, is the largest made since the institution of President Hoover's farm aid program. The option is on elevators in 15 cities and towns, and it includes also a warehouse and seed cleaning plant at Crawfordsville and a feed manufacturing plant at Lafayette, Ind.

* * *

The terms of the option provide for settlement and delivery of the property on January 1, 1930, and the price to be paid will be based on the actual value as determined by appraisers, subject to the approval of the Federal Farm Board or its authorized representatives.

Another option to buy 25 elevators owned by the Goodrich Bros. Company, Winchester, Ind., was taken November 31, by the Farmers Co-Operative Elevator Company of Indiana. It is understood that the Farmers Co-operative Company

will merge forces with the Farmers Co-operative Elevator Company, which, with the 25 elevators of the Goodrich chain and the 15 involved in the negotiations of late October, would bring under one directing organization between 170 and 180 co-operative, farmer-owned elevators all in Indiana. Of these, 42 per cent already are said to qualify under the Capper-Volstead Act, with an additional 25 per cent in position to qualify by slight changes in their bylaws.

The properties of the Goodrich chain include elevators, equipment for handling grain, feed, seeds, coal and other merchandise, and warehouses and storage facilities. A statement issued by the association said: "This association believes in co-operative grain marketing, in harmony with the Agricultural Marketing Act and with the Farmers National Grain Corporation, organization of which was completed October 26, at Chicago, when 16 representatives of co-operative marketing groups adopted articles of incorporation and bylaws and elected its officials.

It expects to do everything possible to help farmers of Indiana who are stockholders of farm elevators, and those who are not stockholders, to avail themselves of all privileges of the national legislation.

BUFFALO

ELMER M. HILL CORRESPONDENT

WITH the end of the 1929 season of navigation over the Great Lakes approaching, grain stored in elevators and ships in port November 11, jumped to 35,856,539 bushels, an increase of approximately 1,400,000 bushels over the previous week. The weekly report of the Buffalo Corn Exchange shows the increase was due primarily to the arrival of several big carriers with winter storage cargoes. There were 11,319,905 bushels of grain held afloat in the harbor and the elevators were holding 24,537,444 bushels. There was on November 11, American wheat aggregating 8,724,919 bushels in elevator storage and 8,010,490 bushels of Canadian wheat. Grain stores aboard ships included 5,385,646 bushels of American wheat and 5,614,949 bushels of Canadian wheat. There also was in elevator storage 4,013,084 bushels of American oats.

The Pratt Food Company announces plans for the construction of a modern grain storage elevator of 300,000 bushels' capacity adjoining its plant at Elk Street and Abbott Road. Provision also will be made for additional construction work that will enable the company to enlarge its bulk feed storage capacity. The Pratt Food Company of Philadelphia bought the Buffalo plant of the Armour Grain Company in September, 1926. In addition to the Buffalo plant, the company operates feed mills at Hammond, Ind., and Toronto, Ont.

Three steamers left Montreal early this month seeking grain cargoes in American ports, thus establishing a precedent. These three ships under ordinary circumstances would have carried large consignments of Canadian grain to Europe. Usually during November, Montreal is the destination of numerous tramp steamers seeking last cargoes of grain before the freeze-up, but the rapid decline in grain shipments which this year will amount to approximately 100,000,000 bushels at Montreal as compared with the 1928 figures, has brought about a very unusual situation in the grain carrying trade. On November 8 last year grain shipments totaled 181,179,393 bushels for the season as compared with 81,906,194 bushels this year.

With more than 5,000 cars lined up waiting to pour their contents into elevators at the Canadian Head of the Lakes early this month and the elevator bins crowded with almost 76,000,000 bushels, grain and elevator interests in Buffalo look for a very busy season with the revival of navigation early next spring. Unlike previous seasons, the downbound movement of grain to terminal elevators at Buffalo during the fall season has been somewhat curtailed owing to the congestion at this end of the route. Elevator space is at a premium at all ports on the lower lakes.

A plan to increase domestic consumption of wheat and thereby absorb the greater part of the surplus of the United States and Canadian stocks which are congesting the ports and terminals of both countries because of Argentine competition in the world markets, has been advanced by T. R. Kirkwood of Montreal, one of the outstanding Canadian authorities on marine affairs. The plan which already has attracted favorable comment in the grain trade at Buffalo is the inauguration of a concerted campaign to increase the per capita consumption of wheat and wheat products. Canada

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consumes 7.4 bushels of wheat per capita while the average in the United States is reported to be but 4.8 bushels.

* * *

Grain shipments through the Welland Canal slumped heavily during October, according to official figures released by the Dominion Government authorities at Port Colborne, Ont. The total movement during the month was only 8,322,512 bushels as compared with 31,121,616 bushels for the corresponding period of last year. The season's total to the first of November was 73,959,577 bushels, a decline of approximately 85,000,000 bushels from the 1928 record. Buffalo elevators shipped 2,134,873 bushels of grain through the Welland Canal during the past month. All of this was wheat.

* * *

The new grain elevator of the Maple Leaf Milling Company at Port Colborne, Ont., will be placed in operation within the next few weeks. The contractors, Carter-Hall of Winnipeg, Man., believe they will complete the structure within the time limit originally fixed. The elevator has a storage capacity of 1,000,000 bushels. The new feed mills adjoining the elevator are expected to be ready about December 15.

* * *

Initial work of driving piles for the foundation of the \$3,000,000 terminal elevator at Prescott, Ont., has been completed. It is expected that the new 5,500,000-bushel elevator will be completed within a year.

* * *

Leading grain and elevator men of Buffalo took a very active part in the \$5,000,000 endowment fund campaign staged by the University of Buffalo late last month. William Sanderson of the Washburn-Crosby Milling Company, was captain of the grain dealers' team of solicitors which exceeded its quota by a wide margin. Among those on the grain dealers' team were Elliott W. Mitchell, Max F. Cohn, Dwight K. Yerxa, Clement H. Cochran, W. R. Morris, Richard H. Pearce, Nesbit Grammer, Charles M. Kennedy, Michael F. Mulroy, George P. Urban, John Olmstead, George E. Ladd, Raymond R. Drake, Fred G. Kruger, John J. Rammacher, E. T. Douglas, Melborne C. Burns, C. B. Lee, T. Morgan Bowen, Dudley M. Irwin, Earl E. McConnell, James G. McKillen, Hayden Newhall, Harold Smith, Leon Hornowski, Harold Tweeden, Walter Schonhart, John Hunt, William J. McKibben, Leo L. Farrell, Edgar B. Black, Cyril C. Lewis, Thomas J. O'Brien, Walter Thum, Lloyd Hedrick, George Reibeth, Henry Wilson, Shirley M. Ditzel, Charles J. Weatherston, Charles Eckstein and Elmer Koehnline.

* * *

Among the grain and elevator executives appointed by T. H. Holmes, president of the Credit Association of Western New York, to serve on standing committees of the organization during the 1929-1930 fiscal year include: Walter H. Thum of the Pillsbury Flour Mills, Attendance Committee; Emil Wohler of the Harvey Seed Company, chairman of the Fire Prevention and Insurance Committee; Agnes M. Rowell of the Hecker H-O Company, Ladies' Committee; S. M. Ditzel of the George Urban Milling Company, and Frank A. Worth of Spencer Kellogg & Sons on the Reception Committee.

* * *

MINNEAPOLIS

ALBERT W. MORSE CORRESPONDENT

PUBLIC and private elevators, and mills in Minneapolis continue to be taxed with the storage of this year's and last year's crops, despite the construction of several large elevators this past summer and fall.

* * *

E. S. Woodworth, president, E. S. Woodworth & Co., was elected a director of the North Western Railroad, it was announced on November 9, following action taken at a meeting of the board of directors in New York. He succeeds the late Oliver Ames of Boston. Since 1926 he has been a director of the Omaha line, which is a subsidiary of the North Western, and he continues on that directorate.

* * *

Just 50 years ago, on November 5, The Minneapolis Journal reported that Governor John S. Pillsbury carried his home town of Minneapolis by a substantial figure in the election of the previous day.

* * *

W. Scott Woodworth of E. S. Woodworth & Co. was a prominent figure in Northwest musical and civic circles, and his passing on November 2 was a loss felt by the community at large, as well as by his many intimate friends who had held him in high regard during the many years of his ac-

tivity in the Minneapolis grain trade. He was 59 years old. Four brothers, E. S. Woodworth, B. H. Woodworth and R. P. Woodworth of Minneapolis, and J. G. Woodworth of St. Paul, and a sister, Mrs. L. B. Sanford of Minneapolis, survive him.

* * *

Minnesota produced more flour than did any other state during the month of September, the department of commerce figures show, with a total of 1,810,999 barrels. Next were Kansas, New York and Missouri, respectively.

* * *

Farmers are urged to have their seed samples tested earlier than usual, to avoid the rush, word from the University of Minnesota testing laboratory indicates.

* * *

Grain smut is held accountable for a substantial loss in the wheat crop of the central Northwest this past season. Secretary Sumner of the Northwest Crop Improvement Association sets the wheat receipts graded smutty at close to 14 per cent.

* * *

George H. McCabe, vice-president, McCabe Bros. Co., settled in Dakota territory in his early twenties, and came to Minneapolis about 15 years later. His passing on October 23 took from the Chamber of Commerce grain leaders another pioneer. He was 70 years old. His birthplace was Cario, Ont., and in 1881 he moved into Dakota, settling on a farm. Five years later he entered the grain business with his brothers. In 1897 he married Ida Frances Morden, and he is survived by three children, George, Jr.; Donna Rosalie; and Morden. Three brothers, James McCabe of Minneapolis, and M. M. and W. J. McCabe of Duluth, and two sisters, Mrs. Margaret Glass of California and Mary McClelland of Edmonton, Alberta, survive.

KANSAS CITY

KENNETH FORCE CORRESPONDENT

THE annual convention of the Mississippi Valley association at St. Louis, November 11 and 12, was attended by about 35 from Kansas City, including Ralph Snyder, president of the Kansas Farm Bureau. The delegation from Kansas City included several grain men: J. H. Tedrow, George H. Hincke, F. M. Stoll, H. W. Hinrichs, and H. P. Ismert.

* * *

J. C. Nichols, speaking here recently for the 15,000,000 persons living in the Missouri Valley, urged a favorable recommendation for a survey for a nine-foot channel in the Missouri River from Kansas City to St. Louis. The importance of the nine-foot channel to the milling and grain industry was brought out during the four-day session presided over by Major Young, army engineer, by the figures presented to Major Young by representatives of the industries.

* * *

Government loans to co-operative wheat marketing associations to finance the operations of wheat pools are seen by Kansas City dealers as a severe blow to the grain commission business. They say that eventually it will mean the elimination of the weaker institutions if all co-operative associations obtain advances on their grain holdings. Such an advance was granted last month by the Federal Farm Board when it loaned the southwest Co-operative Wheat Growers Association 10 cents a bushel or a total of \$500,000 to finance its pool operations.

* * *

The Kansas City Art Institute is beneficiary to the extent of a \$200,000 trust fund, which, after 10 years, is to be paid outright by the will of the late Howard Vanderslice, grain man, philanthropist, and friend of art in Kansas City. The will was filed recently in probate court. The details of distribution of the fund showed plainly the care and foresight with which Mr. Vanderslice had made the bequest.

* * *

On November 5 a resolution in memory of Howard Vanderslice, veteran member of the Board of Trade, was adopted by the board of directors of the Commerce Trust Company. A poem was dedicated to the grain man's memory and an expression of appreciation for his work for the trust company of whose board he was a member.

* * *

An intercollegiate grain judging contest has been added to the attractions offered at the American Royal show, according to an announcement by officials of the Board of Trade and agricultural committee of the Chamber of Commerce. Ten university and agricultural college teams already have entered competition, which will be held November 16 on the ground floor of the Royal Building annex. Each team will consist of three members and a coach. The winning team will be presented a large

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silver trophy, while medals will be awarded individual winners. Two scholarships, valued at \$100 and \$50, also will be awarded. All of the prizes are being donated by the board of trade. C. A. Helm, professor of agronomy at the University of Missouri, will head the judges for the contest. S. C. Salmon, professor of agronomy at the Kansas State Agricultural College; O. W. Pollock, Federal hay inspector for Kansas City; J. J. Kraettli, president of the board of trade, and Wallace C. Coffee, Chamber of Commerce vice president for agriculture, will be other judges.

The contests will be divided into two classes, commercial and seed grains. Grains to be judged will include wheat, rye, barley, corn, oats, soy beans and cow peas. It will be the first time such a contest has been a part of the Royal, and the contest will be the only large intercollegiate contest of its kind held anywhere in the country. A similar contest, held in connection with the national grain show at Chicago, was discontinued when it was decided the show would not be held in the future.

* * *

Eleven employes of the Pan-American Feed Company, Twenty-Fifth Street and State Line, were injured on October 31, by an explosion in the plant. The building in which the explosion occurred is one in which the city's garbage is converted into fertilizer and stock feeds. Windows were blown out. Defective wiring was thought to have caused the explosion. E. F. Hopton, superintendent, estimated the damage at about \$35,000.

* * *

The site of the hall in which the Wyandotte convention adopted the constitution of Kansas, November 8 many years ago, was definitely located as a tract now occupied by the Chicago & Great Western grain elevator in Kansas City, Kan. The Kansas State Historical Society and the Wyandotte County Historical Society have been trying to locate the spot for some time.

* * *

In a letter addressed originally to the *Weekly Kansas City Star* from Republic, Kan., L. E. Holmes, farmer says: "We hear much comment on the wheat pool. I have been a wheat pool member five years and have met much disappointment. Take our 1928 wheat crop, for instance. I could have sold for \$1.07 from the machine per bushel at the local market and the best price I got for any of my wheat at the terminal market was \$1 per bushel for 101 and 160 bushels, respectively, out of 1,201 bushels. The balance ranged in price from 85 to 95 cents per bushel. Received my final payment the other day and this wheat sold at the terminal market, after paying all expenses, from 10 to 15 cents a bushel less than I could have gotten on the local market. Is this a paying proposition? This is what they call business. How long can the farmer hold out to have his business run this way?"

* * *

J. J. Kraettli, president of the Kansas City Board of Trade, was elected director of the Kansas City Chamber of Commerce, representing feed, grain, hay and milling interests, October 30.

* * *

H. F. Hall, president of the Hall-Baker Grain Company, returned to the board of trade November 4, following a three-month tour of Europe. Mr. and Mrs. Hall landed in New York October 25 from the *Berengaria*. They visited nearly all of the principal continental countries on their tour.

* * *

Two men were scalded fatally at the Corn Products Refining Company plant in North Kansas City where they were employed, on October 28. They died at the Research Hospital, Kansas City, October 29. They were painting a large tank containing a glucose solution when it boiled over.

* * *

John Vesecky, Timken, Kan., president of the Kansas Co-operative Wheat Marketing Association, and head of the Kansas wheat pool selling agency at Kansas City, was indorsed as candidate for sales manager of the National Farmers Grain Corporation at a meeting of the board of directors of the Kansas association at Wichita.

* * *

Fred H. Udell of the Denver branch of the Ralston Purina Company, visited the Kansas City offices of the firm October 21 en route to St. Louis to a meeting of company officials. Mr. Udell formerly represented the Ralston Purina company on the Kansas City Board of Trade.

* * *

Average protein content on approximately 25,000 cars of wheat inspected in the various laboratories of the Kansas state grain inspection department during July, August and September was 12.19 per cent. This compares with 11.92 per cent, the average for the corresponding period last year.

* * *

E. F. Emmons of the Simonds-Shields-Lonsdale Grain Company returned November 4, from a month's trip to California.

* * *

News of the wild market in wheat October 24, brought hundreds of visitors to the trading hall of

the Board of Trade the next day. The balcony overlooking the trading floor was crowded throughout the session. An unusual number of special ticket visitors were admitted to the hall also.

* * *

A car of white corn from Huntley, Neb., was received Oct. 30 by the Equity Union Grain Company. It graded No. 2, 12.6 per cent moisture and 53.6 pounds per bushel. The Hodgson-Cauthorn Grain company purchased the car for 88 cents a bushel.

OMAHA
B. O. HOLMQUIST CORRESPONDENT

AT THE annual caucus of the Omaha Exchange held on the trading floor on Wednesday, November 6, the following candidates were nominated for directors of the exchange for the coming three years: E. P. Peck, W. J. Hynes and W. T. Burns to succeed themselves; and J. A. Linderholm, C. D. Sturtevant and L. L. Quinby. Of the six, three are to be elected at the annual election this month.

* * *

Among those who attended the first annual convention of the Nebraska Grain Dealers Association in Lincoln on October 29 and 30, were J. F. Mead, W. D. Hart, F. C. Bell, L. L. Quinby, C. D. Sturtevant, R. W. Sage, W. L. Shepard, J. A. Linderholm, B. O. Holmquist, A. R. Kinney, R. J. Southard, A. H. Bewsher, H. J. Borghoff and C. N. Ogden. While the total attendance at this convention was small on account of bad weather, it was compensated for by the enthusiasm of those present. T. B. King of Central City was re-elected president; Cobe S. Venner of Havelock, treasurer; E. L. Brown of Chester, J. C. Mullaney of Sioux City, Bert Larson of Kimball, R. N. Magowan of Gordon, O. L. Burroughs of Rockford and C. G. Crittenden of Lincoln, directors. At a meeting of the board of directors, J. N. Campbell was unanimously reelected secretary.

An important feature of the entertainment at the banquet which was held in the Lincoln Hotel on Tuesday October 29, was the presentation by Ted Branson and his associates, all from Salina, of their comedy skit, a satire, and none too subtle, on present day methods of grain grading.

* * *

Good weather late in the season added many millions of bushels to Nebraska's corn crop. Northeastern Nebraska will have a bumper crop and the balance of the state will average a fair crop. While some counties will be short of feed due to the August drought, most sections of the state will not find it necessary to ship in corn, as has been the case in recent years. It is reported that south central Nebraska had a virtual failure and the western half of the state will not have any surplus but the remainder of the state ranges from fair to good yields. Quality of new corn is extremely good, test weight usually from 54 to 55 pounds per bushel in spite of high moisture content, and damage averaging around one per cent, so that it is negligible as a grading factor.

* * *

Winter wheat is reported as being in excellent condition in all sections of the state. Growth due to late rains has been exceptional and wheat fields are providing pasture in abundance for cattle. All parts of the state have had either snow or rain during the past week and wheat is going into the winter under as favorable circumstances as could be wished for.

* * *

Ivan C. Harden, secretary of the Trans-Mississippi Grain Company, has left for a five or six weeks' trip to the Pacific Coast. He was accompanied by Mrs. Harden and they will visit all the principal grain distributing centers of the West, including those in Canada, before their return next month.

GRAIN NEWS FROM BOSTON

By L. C. BREED

A. S. Gurney Company, Boston, has been incorporated to deal in grain, feed, flour and hay. The capital stock is 500 shares no par value. Linus C. Coggin is the president and Monroe J. Lorimer, treasurer and clerk. Mr. Lorimer is connected with C. M. Cox Company of which the A. S. Gurney Company is an affiliation.

* * *

The golf cup presented by the Boston Grain & Flour Exchange last year to the winner of the golf tournament held in connection with the National Grain Dealers annual convention at Boston, and at that time won by W. Howard Mitchell of Boston, has been forwarded to W. S. Miles of the golf committee of the convention recently held at Peoria,

Ill., by L. W. De Pass, secretary of the Boston Grain & Flour Exchange. It must be won twice out of three tournaments to determine the permanent holder.

* * *

The recent applicants for active membership in the Boston Grain & Flour Exchange, were Edward R. Morris, Boston, and George M. Mahan, Boston, both of whom were subsequently elected. For associate membership the applicant was John M. Heathfield, Boston, who subsequently was elected.

* * *

Boston wholesale dealers during October had a steady demand for grain and feed. Sales of feed were in small lots as the New England trade found the mild weather that prevailed tended to cause retailers to feel cautious about buying. Western prices for feed are fairly steady. At present there are no offerings by Canadian mills.

* * *

Boston wholesale seed dealers report that the buying for future delivery, which set in last month has become more active, particularly for grass seed for field and lawn sowing. For immediate delivery there has been some sale for winter rye.

* * *

The demand for hay during October reached the usual proportions of fall business. The receipts at Boston continue light and as a result prices are ruling firm. During October the receipts at Boston were 144 cars. Rye straw six cars.

* * *

The receipts of grain at Boston during October, as tabulated by the Boston Grain & Flour Exchange, were as follows: Wheat, 396,400 bushels; corn, 3,175 bushels; oats, 77,350 bushels; rye, 715 bushels; barley, 2,175 bushels; malt, 2,525 bushels; mill feed, 269 tons; corn meal, 751 barrels; oat meal, 18,251 cases and 575 sacks.

* * *

The stocks of grain in regular elevators at Boston as of November 2, were as follows: Wheat, 2,038,052 bushels; oats, 9,350 bushels; rye 2,542 bushels.

* * *

Among the visitors to the Exchange during the month of October, outside of New England, were the following: H. F. Schnell, Lancaster, Pa.; T. Marshall Holt, Reading, Pa.; M. Partch, Philadelphia, Pa.; J. G. Monast, Green Springs, Ohio; J. O. Erving, Minneapolis, Minn.; L. S. Chapman, Chicago, Ill.; A. B. Freson, Minneapolis, Minn.; W. L. Brisley, Duluth, Minn.

RECEIPTS AND SHIPMENTS FOR OCTOBER

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

	Receipts	Shipments		
1929	1928	1929	1928	
Wheat, bus..	491,641	2,629,521	151,889	724,401
Corn, bus...	58,085	54,173	.....	.....
Oats, bus...	56,938	145,194	.....	75,542
Barley, bus...	2,505	1,347,780	.....	1,332,861
Rye bus...	10,173	3,521	.....	.....
Hay, tons...	71	342	.....	.....
Flour, bbls...	100,625	105,741	25,864	21,543

CINCINNATI—Reported by J. A. Hallam, chief inspector of the Board of Trade:

	Receipts	Shipments		
1929	1928	1929	1928	
Wheat, bus..	262,400	169,400	356,800	184,800
Corn, bus...	430,500	424,400	387,000	274,000
Oats, bus....	252,000	256,000	140,000	142,000
Barley, bus...	28,800	27,200	1,600	8,000
Rye, bus...	29,400	23,800	11,200	15,400
Hay, tons....	5,907	7,634	.....	7,634

CHICAGO—Reported by L. C. West, Statistician of the Board of Trade:

	Receipts	Shipments		
1929	1928	1929	1928	
Wheat, bus..	1,413,000	4,689,000	1,102,000	1,576,000
Corn, bus...	6,664,000	4,342,000	3,493,000	4,009,000
Oats, bus...	4,150,000	3,541,000	3,711,000	1,996,000
Barley, bus...	711,000	2,411,000	316,000	901,000
Rye, bus....	1,350,000	1,831,000	24,000	51,000
Timothy Seed, lbs.	2,026,000	3,164,000	2,321,000	1,815,000
Clover Seed, lbs.	1,883,000	3,125,000	493,000	865,000
Other Grass Seed, lbs...	2,360,000	2,947,000	944,000	924,000
Flax Seed, bus...	271,000	259,000	1,000	1,000
Hay, tons....	7,488	10,993	794	989
Flour, bbls...	1,137,000	1,280,000	889,000	825,000

DENVER—Reported by H. G. Mundhenk, secretary of the Grain Exchange:

	Receipts	Shipments		
1929	1928	1929	1928	
Wheat, bus...	587,200	636,800	25,600	17,600
Corn, bus...	282,000	348,000	73,500	67,500
Oats, bus...	50,000	78,000	10,000	12,000

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FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners for Canada:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	28,917,533	81,360,930	27,058,841
Corn, bus...	4,667	4,667	
Oats, bus...	303,368	3,686,548	1,426,671
Barley, bus...	3,674,749	11,367,286	1,786,030
Rye, bus...	644,905	1,392,590	251,330
Flax Seed, bus.	227,084	449,504	127,670
Mixed Grain, bus.	84,680	350,413	113,065
			62,956

GALVESTON—Reported by Geo. E. Edwardson, chief inspector of the Cotton Exchange & Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus.		2,361,725	
Barley, bus.		10,000	

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	322,000	733,500	293,000
Corn, bus...	1,597,000	2,153,000	1,624,000
Oats, bus...	750,000	1,226,000	688,000
Barley, bus...	27,000		28,500
Rye, bus...	11,000	14,400	12,000

KANSAS CITY—Reported by W. R. Scott, secretary of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	5,898,750	7,842,120	4,251,390
Corn, bus...	1,393,500	1,437,000	615,000
Oats, bus...	420,000	512,000	316,000
Barley, bus...	310,400	411,200	228,800
Rye, bus...	42,000	16,500	36,000
Hay, tons...	20,748	29,292	5,760
Flour, bbls...	64,675	111,475	770,925

LOS ANGELES—Reported by the Grain Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	363,200	542,400	
Corn, bus...	327,000	141,500	
Oats, bus...	94,000	140,000	
Barley, bus...	211,200	315,200	
Rye, bus...		1,400	
Milo, bus...	25,200	56,000	
Millfeeds, bus...	172,200	177,800	
Alfalfa, bus...	25,200	9,800	
Beans, bus...	68,600	44,800	
Kaffir Corn, bus...	81,200	8,400	
Hay, tons...	2,332	4,917	
Flour, bbls...	287,000	239,400	

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	232,360	640,600	244,713
Corn, bus...	574,240	461,760	528,850
Oats, bus...	2,125,190	949,200	1,151,347
Barley, bus...	1,152,540	2,110,080	706,764
Rye, bus...	61,820	548,100	71,540
Timothy Seed, lbs...	333,750	625,240	100,380
Clover Seed, lbs...	347,270	2,048,884	209,905
Malt, bus...	1,900	30,400	144,400
Flax Seed, bus...	44,320	144,430	1,430
Hay, tons...	411	393	12
Flour, bbls...	248,850	287,700	7,000

MINNEAPOLIS—Reported by G. W. Maschke, statistician, of the Chamber of Commerce:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	8,897,120	23,166,400	4,112,930
Corn, bus...	599,710	633,970	359,880
Oats, bus...	2,851,920	2,316,680	1,542,670
Barley, bus...	1,677,300	3,966,320	863,670
Rye, bus...	775,250	1,267,660	296,910
Flax Seed, bus...	1,759,230	3,689,920	446,690
Hay, tons...	1,349	1,521	71
Flour, bbls...	38,484	22,410	1,058,276

NEW ORLEANS—Reported by S. P. Fears, chief grain inspector and weighmaster, the Board of Trade, Ltd.:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	911,789	1,723,544	646,409
Corn, bus...	87,000	85,968	56,193
Oats, bus...	34,000	74,000	36,818
Barley, bus...	1,600	1,029,044	956,200
Rye, bus...	2,800	176,234	1,500

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	5,581,600		3,144,000
Corn, bus...	124,000		10,000
Oats, bus...	302,000		
Barley, bus...	305,900		127,000
Rye, bus...	3,000		
Clover Seed, lbs...			6,226
Other Grass Seed, bags...	1,500		
Hay, tons...	2,564		
Flour, bbls...	1,169,689		284,000

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	2,564,800	3,902,400	2,280,600
Corn, bus...	1,089,200	1,076,600	1,167,600
Oats, bus...	720,000	504,000	1,180,000
Barley, bus...	206,400	332,800	259,200
Rye, bus...	240,800	196,0	

HAY, STRAW AND FEED

A SPLIT pea processing plant, one of industry's rareties, has just reached completion in Moscow, Idaho. It was erected by a Spokane contracting company and is known as the Joe Zeb Milling Company after the owner, Joe Zeb.

It deals in manufactured articles utilizing peas grown in the Palouse County, cleaning, splitting and preparing seed for sale throughout the United States. Much of the company's product is finding its way to eastern markets for use in restaurants and hotels but the byproducts are selling for dairy, hog and poultry feeds.

The building and equipment of the company are valued at approximately \$50,000, and consist of three buildings, the largest being the milling plant of five stories, 50 by 50 feet square at the base and 78 feet in height. In it are located four large tanks for flow storage of the raw and finished product, grinding and splitting machinery, washers, cleaners and hoists. Gravity is used to carry the peas from the top floor through the several

Split Pea Plant Operating in Northwest

many pods near the top, an ideal combination for harvesting with combine harvesters, he says.

Transportation difficulties, something that too often has a deterring effect on kindred industries in the Northwest, does not bother the Joe Zeb Milling Company, "the home of the Sun-Dry seed and split peas." The plant is located adjacent to two railways, the Northern Pacific and the Oregon, Washington Railway & Navigation tracks.

Mr. Zeb's interest seems to be centered mainly in the manufacturing end of the business, as he sells

other in Fairfield, Wash. Moscow, however, is the site of the company's main offices, primarily because the newest and largest plant is located there.

While the majority of his peas will be contracted for in advance, Mr. Zeb announced that he will also be in the market for crops raised by independent growers. Purchases are made on a cash basis, payment to be made before 30 days from harvest. In this way the small producer is encouraged to raise a larger pea crop.

The new and improved organization is merely an outgrowth of Mr. Zeb's smaller pea milling business which he inaugurated a few years ago. The former venture was composed of a splitting machine located in a warehouse leased from W. A. Lauder. Little was heard of this establishment, but it grounded itself in the industrial development of the area and grew so rapidly that it was necessary to expand its capacity several fold and acquire larger quarters. This resulted in the selection of Moscow as the home of the industry and the building of the new plant, which was begun in July and finished on September 15, the entire elapsed time amounting to slightly less than two months. The present plant is so efficiently equipped for its purpose and produces such high grade split peas, that the demand is ever increasing and orders are now being booked for future delivery.

A sideline which Mr. Zeb sees as a lucrative one for the future is that of shipping out byproducts of the splitting industry for live stock feed. He estimates that he will send out from 40 to 50 carloads of such feed during the coming year to feeders in his territory.

COURTESY, MIDS. TRADE RULES IN FEED CASE APPEAL

The arbitration appeals committee of the Grain and Feed Dealers National Association has upheld the feed arbitration committee's decision in the case of the Wilber Feed Company, Jamestown, N. Y., against E. I. Bailey, Cleveland, Ohio, and dismissed the complaint.

The appellee (E. I. Bailey) had informed the New York concern that "we have, subject to previous sale, four 20-ton cars of Washburn's standard middlings . . . If you can use any or all of above, wire at once and if no change will be pleased to book your order." There was an immediate response to this offer, ordering all four cars. E. I. Bailey, however, had sold all the mids before receiving the wire from Jamestown, and did not reply to the Wilber company until the next day.

The committee, in its decision of October 31, reviewed these facts and declared "that ordinary business courtesy should have prompted a speedier reply to Mr. Wilber's attempt to trade, but this does not alter the rights of the appellee." Mr. Wilber even had to pay arbitration costs.

DEALERS HELP FORM OFFICIAL GREEN MEAL GRADES

The majority of the feed dealers of the country have informed the Bureau of Agricultural Economics, United States Department of Agriculture, that color, protein, fiber and moisture should be the principal factors to be taken into account in the formulation of Government standards for Alfalfa meal. This was brought out by W. H. Hosterman, standardization and marketing specialist of the bureau, at the annual fall convention of the Association of Feed Control Officials in Washington, D. C. Mr. Hosterman reported the progress being made by the bureau in preparing Government standards for Alfalfa meal. Fineness of grinding and the amounts present of grass, foreign material, and hay plants other than Alfalfa, are other factors



SPLIT PEA PLANT OF THE JOE ZEB MILLING COMPANY, MOSCOW, IDAHO

machines to sackers on the ground floor for shipment.

Another building, 44 by 40 feet ground surface, houses the sales and office rooms, and a third building, 100 by 50 feet, is for loading and unloading and for temporary storage. No peas are stored at the Moscow plant, however, storage being provided at about 40 warehouses throughout the surrounding territory and peas are delivered to the new plant as needed.

Mr. Zeb has 12,000 acres of peas under contract for this year, sufficient to keep his plant running throughout the remainder of the year on a production basis of 80,000 pounds of cleaned or split peas a day. Starting from a small business incidental to operating restaurant in Spokane several years ago, Mr. Zeb has now built up his industry to one of national scope. He expects to contract for 25,000 acres of peas next year, or double his contracted output of this season.

DEVELOPS SPECIAL PEAS

Mr. Zeb has developed a special strain of peas, known as Zeb's Special, which has long stalks and

through brokers and distributors in the East, or occasionally through a far northwestern brokerage firm.

Most of the machinery used in the new plant was designed by Mr. Zeb himself, the outgrowth of ideas acquired while developing his work on a small scale during the last several years, when he operated a smaller plant which soon became inadequate to cope with the increase in business.

The machinery includes a Fairbanks Morse Feed Grinder capable of turning out three tons of feed per hour. Belt drives of short endless leather are used throughout. The plant is able to receive six carloads of grain a day and can ship the same amount. It has a storage capacity of 500,000 pounds of loose grain and 1,500,000 sacks with a cleaning rate of 160,000 pounds per day. It is estimated that 100,000 bushels will be handled annually. Perhaps the most profitable sideline handled by the company is pea meal chick feed.

OPERATES OTHER PLANTS

In addition to the Moscow plant, the company operates two others, one in Garfield, Utah, and the

which should be considered in the grading scheme for Alfalfa meal, he said.

"Definite color standards for the several grades of Alfalfa meal can be established by the use of Munsell color cards now used in measuring the color of hay, but unless some method is found whereby protein and fiber content can be determined fairly quickly, it is doubtful whether they can be used as grading factors," said Mr. Hosterman. "Moisture in meal can be determined by the Bidwell-Sterling method. Fineness of grinding should be considered as a subclassing factor rather than a grading factor."

Investigations are to be made by the bureau to find out whether material other than Alfalfa in the meal can be detected with the microscope, and further study is required on the problem of whether meal into which musty or moldy hay has been ground is entitled to grade as high as meal made from sound, sweet hay.

The suggestion has been made to the bureau that the Alfalfa meal grades should correlate with the United States hay grades, but the most serious objection to this plan, Mr. Hosterman said, is that many mills scalp the meal in order to produce leaf meal, and correlation of the grades with the hay grades would require inspectors to observe the milling process.

FEED MARKET SITUATION

BY GRAIN, HAY AND FEED MARKET NEWS SERVICE BUREAU
OF AGRICULTURAL ECONOMICS, UNITED STATES DEPARTMENT OF
AGRICULTURE.

Offerings of commercial feedstuffs at most markets were more than equal to the slow demand during October and the first week in November and prices of feeds averaged lower than in the month previous. The sharp fluctuations in the wheat and securities markets and downward trend in prices of feed grains tended to develop a waiting attitude on the part of feed buyers and hand-to-mouth policy was affected by many consumers. However, the influence of these factors was offset to some extent by the colder weather toward the close of October, which stimulated inquiries.

October weather was moderately cooler at most points east of the Mississippi River and was somewhat warmer practically everywhere westward. Precipitation during the month was above normal over much the greater portion of the country east of the Rocky Mountains but a marked deficiency was noted locally in the Southeast. Pastures and meadows have improved and are now in fair to good condition in most areas east of the great plains. Ranges are fairly good in the northern great plains and Rocky mountain areas but some feeding is necessary in parts due to recent snows. Shipments of concentrates into Colorado for example have been reported heavy. Some improvement was noted in pastures in the Southwest but in the great basin and generally on the Pacific Coast ranges were dry with considerable feeding necessary in Oregon. It is unlikely that the present condition of pastures for the country as a whole are normal in view of the condition on October 1. Farm pastures on that date were in a poorer condition than in any previous October during 14 years for which data have been collected and assembled.

The weak and unsettled grain and securities markets have been weakening factors in the present feedstuffs situation. However, the relative steadiness of feed grains as compared with wheat has had a tendency to give the feedstuffs market situation a moderately steady undertone. Increased arrivals of new corn, together with limited terminal storage facilities, have been largely responsible for the recent downward trend in corn prices but the current demand continues fairly active and offerings are being readily taken. Cash oats have been in fairly good request despite the heavy receipts and the accumulation of market stocks which are twice as large as a year ago. Market stocks of corn are very small.

Unfortunately specific information relative to exports of many individual feeds is not readily available but total exports of feedstuffs suggest that for-

ign demand for United States by-products and mixed feeds is increasing. Europe has been the heaviest purchaser in recent years but their larger supply of feed grains this season is likely to curtail inquiry somewhat while smaller supplies in other areas, for example, Canada, may stimulate export demand. The European barley crop this season in 21 countries is 7 per cent greater than last year. Oats production in 20 countries of that continent is slightly over 7 per cent and the corn crop in eight European countries is around 105 per cent larger. However, the outturn of the principal feed grains in all countries reporting, including Europe, is estimated to be less than in the corresponding countries last year.

WHEAT FEED LOWER

Considering the individual feeds, prices of wheat feeds averaged lower than a month and a year ago. Generally speaking, bran has been firmer than heavier offal, reflecting a fair inquiry from dairy interests for the former feed and a dull demand from hog feeders for the latter. Standard spring wheat bran was quoted at Buffalo and Minneapolis about 50 cents per ton lower than a month ago but Hard Winter wheat bran at Kansas City and Chicago was \$1 higher and Soft Winter wheat bran at St. Louis and Cincinnati were unchanged. The decline in middlings and gray shorts was considerably greater.

A factor outside of those already named which may be said to account for this weakness in wheat feeds is the heavier offerings. Flour production at the principal milling centers which for all practical purposes may be taken as a current index to offal production indicates that the outturn to date has been heavier than a year ago. Since the beginning of the season, July 1 to November 2, something over 29,000,000 bushels of flour have been produced at these centers, or about 1,000,000 barrels more than during the corresponding period last year. Production appears to have reached a peak near the close of September while last year the heaviest production was during the latter part of October. It thus appears that offerings of wheat feeds from the close of September will register the usual seasonal decline and offerings will be relatively lighter than they have been in recent months.

NORTHWEST FIRM

The screenings market was dull and weak with light offerings and dull demand during the past month. Light 25-pound screenings were quoted on November 6 at Minneapolis at \$17.50 to \$18.50, seeds \$19.50 to \$21, refuse \$19.50 to \$20, and dust \$8 to \$10 per ton. Mill oats were quoted at around 28 to 31 cents per bushel.

Prices of linseed meal declined at the principal producing centers during the past month and are also under the level of last year's prices. The situation in the Northwest has been relatively firmer than at eastern points, largely as the result of smaller offerings. With prospects of a gradual decrease in crushing operations in the Northwest due to the unusually small flax crop this season, local mills do not appear anxious to sell very far in advance. Data from the recent issue of the quarterly "Fats and Oils" by the Department of Commerce indicate that nearly 10,200,000 bushels of flaxseed were crushed during the quarter July 1 to September 30. This activity is record for that quarter and points towards heavy production of linseed meal. The total supply of flaxseed during the past season 1928-29, including domestic and foreign seed, aggregated about 44,253,000 bushels, the smallest since 1923-24. However, more seed was expressed last season than in any year since 1923-24, so that supplies on September 30 in all positions from which data are available were relatively small. Stocks of linseed oil on the same date were also relatively small. This, together with the short flax crop this season, indicates an unusually firm situation for flax products.

As in the case of linseed meal, prices of cottonseed meal are lower than a month and a year ago. Offerings of meal were light during most of the month but were apparently more than equal to the slack demand. At the close of the first week of

November the prices of cottonseed advanced at Atlanta but receipts continued light with trade reports indicating some mills were closing down because of the small supply of seed. Mill stocks of meal continue moderate in the Southeast with a larger portion of the inquiry from the eastern markets.

Prices of gluten feed held practically steady during the month but hominy feed was weak. Offerings of gluten feed have been fairly liberal. This feed has moved into consuming channels with fair demand although at the close of the first week in November trade reports indicated that Buffalo resellers were inclined to discount the market price \$1 to \$1.50 to effect sales. Hominy feed was weak and lower with liberal mill offerings and considerable selling pressure upon the market. In addition, demand has been slack.

Alfalfa meal prices like most other feeds declined during the past month. The most important outlet has been the mixed feed manufacturers. The firm Alfalfa hay market has tended to give alfalfa meal a fairly firm market undertone.

SOY HAY GRADES PENDING

Tentative United States standards have been prepared by the Federal Department of Agriculture for use in the marketing of soy bean and soy bean mixed hay. Bean grading standards have been developed as well.

In a new bulletin (1605-F) dealing with the soy bean as a hay and seed crop, the department declares this legume hay should be thoroughly cured before being stored or baled to prevent molding. When soy bean seeds are about half developed, the crop is best for hay.

DAIRY FEED COSTS REPORTED

The small, refined dairy cow may look best, but the big, roomy cow pays most profit to her owner, according to a survey made by the United States Department of Agriculture. In making the study large and small cows within one breed were compared, both purebreds and grades of every age being included.

On an average the largest cows—those weighing 1,500 pounds—exceeded the smallest cows—those weighing 800 pounds—by 98 pounds of butterfat per cow. Their cost of feed was \$20 higher, but they returned \$43 more per cow in yearly income over cost of feed.

An analysis of figures obtained in the survey shows that as size of cow advanced 100 pounds for each group there was a fairly uniform gain in production of milk and of butterfat, in cost of feed per cow, and in income above feed cost. On the other hand, there was a slight decrease in the butterfat test, but this was not enough to merit special attention.

"Though the group figures always favored the large cows, it was found that many individuals among the large cows in each breed were unprofitable producers and that many small cows in each breed were profitable producers. Therefore in selecting dairy cows of any breed it is not wise to select on the basis of size alone. Size, however, is a factor of great importance."

LAMB RATIONS STUDIED

A study has been made by the United States Department of Agriculture on the subject of the comparative value of a supplementary grain ration and of extra-quality pasture for furnishing this extra feed. Very little difference was found in the lambing percentages of ewes flushed by these two methods. However, it is usually cheaper to supply the additional feed in the form of extra-quality pasture.

"The pasture should be sufficiently luxuriant to cause the ewes to gain rapidly. Seasons sometimes occur, however, in which pastures are too short for this purpose. In such seasons it is advisable for farmers to give the flock a supplementary grain allowance of from one-half to 1½ pounds per head daily, the amount depending upon the size of the sheep and the amount and quality of the green feed available.

"A mixed grain ration consisting of equal parts

by weight of corn and oats has been found a satisfactory ration for this purpose. Forage crops, such as soybeans, cowpeas, sweet clover and alfalfa, in sections where they can safely be used for pasture makes satisfactory pasture crops on which to flush ewes. Bluegrass pasture is also excellent. Although ewes gain readily on young, tender clover, much difficulty has been experienced in getting them to breed while on this type of pasture."

HAY MARKETS IRREGULAR

Hay markets were somewhat irregular during the week ending November 8, with some improvement in inquiry in northern areas resulting from cooler weather but shipping inquiry to southern markets is lagging, states the weekly hay market review of the United States Bureau of Agricultural Economics. Pastures and meadows are still in fair to good condition in most areas east of the great plains.

Timothy markets showed considerable irregularity. Receipts at Boston increased and offerings were in excess of demand with some accumulation occurring. Quotations remained unchanged except in a few instances where discounts were necessary to move offerings. Most of the receipts were of New York hay with small quantities of Canadian hay among arrivals. Offerings at New York were liberal and demand was good for all sound hay but the bulk of the arrivals was of medium and lower grade hay which was draggy.

Receipts at Pittsburgh were only moderate but with the limited inquiry the market was dull. Trading at Cincinnati was very quiet with limited shipping demand from the south. Timothy was in best demand owing to the scarcity of Timothy. Clover mixtures while reports of unusually low stocks in southern areas was a strengthening factor. The Chicago market continued firm with a good general demand for practically everything in tame hay. Types of hay in best demand included straight Timothy and Timothy—Light Clover and Timothy, medium Clover mixtures. Practically all offerings of good sound hay moved readily with no carry-over except the very low grade receipts. Top grades hay was scarce and firm at St. Louis although offerings of over ripe and off color grades were somewhat in excess of demand. Receipts of hay at Atlanta were light but were equal to trade needs at this point. Demand at Birmingham was mostly for hay suitable for dairy trade.

ALFALFA MARKET FIRM

Alfalfa markets were firm with only moderate receipts and fairly active inquiry. Limited arrivals at Kansas City reflected the unfavorable weather for baling and hauling in some districts of Nebraska and Kansas. Shipping inquiry was brisk with shipping orders being filled from Kansas City and also direct from Nebraska and Kansas points to southern states. Mixed feed mills furnished a good outlet for hay suitable for grinding and inquiry for local dairies and retailers was also active. The Omaha market was firm with light receipts and good inquiry but only small quantities of top grade hay was among offerings. The San Francisco market was firm with a good demand for all offerings. The Los Angeles market strengthened towards the close of week with receipts hardly equal to trade inquiry.

Prairie markets held practically unchanged with light receipts and only moderate inquiry. Offerings at Kansas City were light but consisted mostly of sound hay of good quality. Low grade hay was very dull and moved only at material price reductions. Receipts at Omaha were light and were largely of lower grade hay with some of offerings out of condition. The Minneapolis market was dull with offerings small and general demand slow.

FEEDS STILL DRAG IN NEW YORK MARKET

By C. K. TRAFTON

Conditions in the New York feed trade during the past month were, to a large extent, similar to those noted in our previous review. In short, while fairly substantial price changes occurred at times, there was no increase in the volume of business; and in this respect a feature was the almost entire absence

of the buying for future shipments which usually imparts considerable life to the market at this season.

In the wheat feeds division it was again noted that supplies were available from practically all directions with northwestern mills competing on even terms with the Buffalo producers. A little feed was also offered by Canadian mills, but the bulk of the imported goods went to New England markets. In an effort to move a little excess stock some mills at times shaded prices fully \$1 per ton, but without stimulating business to any material extent. This tendency was especially marked early in the month.

At one time spring bran was as low as \$35 against \$36.75 a month ago, later rallying to \$36.50; while standard middlings steadily maintained the \$3 premium, falling from \$39.75 to \$38 and recovering to \$39.50. Red dog declined to \$44.75 and flour middlings to \$40.50. The corn goods market was featured by the establishment of a premium on yellow hominy, although the general trend of prices was downward in keeping with grain prices and because of the continued poor demand. All mills were offering white hominy freely, forcing the price down to \$38.50 compared with \$41.75@\$42.25 a month ago.

Linseed oil meal declined \$1 because of lack of business, 34 per cent being offered at \$58.50 and 32 per cent at \$56.50. Cottonseed oil meal shared in the general decline without resulting in better business. Prices are \$1.50 to \$2.50 lower with 36 per cent quoted at \$43.25; 41 per cent at \$47.25; and 43 per cent at \$49.25. Foreign beet pulp arrived in larger volume, but as the arrivals were well absorbed the small surplus available was moved without material reduction in cost, the basis being \$43.50@\$45 f. o. b. New York, duty-paid, depending on quality, both for spot goods and future arrivals. Steady arrivals are assured for some time to come, but no lowering of prices is expected as nearly everything has already been sold. A small part of the foreign pulp arriving was destroyed by fire. A little domestic pulp, mostly molasses, was placed at \$43, delivered New York rate points, but this was not a general market proposition, being limited to regular mill agents.

MEAL FUTURES ACTIVE

Cottonseed worked steadily lower during the past week's trade on the Memphis Merchants Exchange Pit, says a report from the exchange released November 9, with the exception of a flare up on Wednesday in sympathy with a drastic advance in mill bids for the actual, but this influence was only temporary, and the decline was resumed on a further break in stocks, cotton, meal and oil. The pit rules have been amended to permit deliveries 10 per cent above and below the contract quantity of 100 tons, and sampling certificates are now good for 72 hours. Both of these rules are in the interests of facilitating deliveries of the actual, when this is desired. Gin interests are becoming more interested in the futures right along, and have furnished most of the outside selling, while buying has been scattered, but insistent. Tenders today total 200 tons, and were effected on analyses showing 21.18 per cent oil, and drawing a premium of 8.72 per cent in value against stock held by local cash handlers in bonded storage.

Cottonseed meal with only minor reactions showed a net decline for the week of \$1.60 to \$1.80 per ton under last Saturday's close, and closed on the bottom without much support, in evidence. At present levels, locals are inclined to go slow on the selling side, but there is some report of cash stuff banking up with the mills, and shipping instructions are generally wanted. The open interest in the futures has increased considerably and there is a wide diversity of opinion as to the trend of values from present levels, which have resulted as much from the break in stocks, cotton and grains as to any particular demand on the part of the trade for lower prices. Trade buying, as is mostly the case, has dried up on decline, and will probably not be resumed until values advance.

NEW FEED BRANDS

"PEARSO" for dairy feed, mule feed, poultry feeds, crushed grains, self-rising and whole-wheat flour, meal, corn grits. James C. Pearson, Manchester, Ga. Filed August 9, 1929. Serial No. 288-353. Published October 8, 1929. Claims use since June 7, 1929.

"MASTERPIECE" for wheat bran, wheat mixed feed, wheat gray shorts, horse and mule feeds, poultry feeds, and dairy feeds. Saxony Mills, St. Louis, Mo. Filed August 28, 1929. Serial No. 289,131. Published October 8, 1929. Claims use since March 1, 1929.

"QUALITY IS PARAMOUNT" for meat scraps, chicken mashes, and bone meal. Packer Products Company, Cedar Rapids, Iowa. Filed June 24, 1929. Serial No. 286,073. Published October 8, 1929. Claims use since June 22, 1926.

"HAPPY FARMER" for poultry, cattle, and stock feed. Bloomington Milling Company, Bloomington, Ill. Filed December 8, 1928. Serial No. 276,467. Published October 15, 1929. Claims use since November 10, 1928.

"JAYHAWK" for wheat grayshorts, wheat-bran, poultry feed, and grain meal. Rosedale Milling Company, Rosedale Station, Kansas City, Kan. Filed January 3, 1929. Serial No. 277,555. Published October 15, 1929. Claims use since May 29, 1928.

"S" for stock feeds, such as dairy feeds, calf feeds, dry cow feed, pig feeds, and poultry feeds, such as laying mash, scratch grains, baby chick growing mash, baby chick scratch grains, etc. The Seldomridge Grain Company, Colorado Springs,



Colo. Filed August 13, 1929. Serial No. 288,489. Published October 22, 1929. Claims use since April 9, 1929.

"ELCO FULVALU DAIRY FEED" for dairy feed and mixed feed for livestock. El Campo Rice Milling Company, El Campo, Texas. Filed November 26, 1928. Serial No. 275,811. Published October 29, 1929. Claims use since April, 1925.

"STOCK FEED." Josey-Miller Company, Beaumont, Texas. Filed August 30, 1929. Serial No. 289,192. Published October 29, 1929. Claims use since October 1, 1920.

Not Subject to Opposition

"SCOTT'S POL-Y-ZOA" for poultry and stock feed. James Haslitt Scott, doing business as J. H. Scott Company, San Francisco, Calif. Filed November 7, 1927. Serial No. 257,201. Published November 5, 1929. Claims use since August 12, 1927.

"PORKER" for tankage, hog feed, and pig meals. Packer Products Company, Cedar Rapids, Iowa. Filed June 24, 1929. Serial No. 286,072. Published November 5, 1929. Claims use since December 22, 1925.

"PROVEN CHICK STARTER" for poultry foods. Albers Bros. Milling Company, San Francisco, Calif. Filed June 10, 1929. Serial No. 285,318. Published November 5, 1929. Claims use since April 2, 1923.

Trademarks Registered

262,614. Stock feeds, poultry feeds, horse and mule feeds. Burrus Mill & Elevator Company, Fort Worth, Texas. Filed May 20, 1929. Serial No. 284-288. Published July 30, 1929. Registered October 15, 1929.

262,920. Stock feed. Kansas City Mill Products Company, Kansas City, Mo. Filed April 8, 1929. Serial No. 282,040. Published May 21, 1929. Registered October 29, 1929.

263,552. Food for poultry and livestock. Universal Mills, Forth Worth, Texas. Filed June 12, 1929. Serial No. 285,487. Published August 27, 1929. Registered November 5, 1929.

CURRENT GRAIN MARKET
FACTORS ANALYZED

By G. A. COLLIER*

Grain markets continued weak and unsettled during the latter part of October and the first half of November, reflecting to some extent the rather demoralized situation in the "security" markets. Wheat prices declined sharply and at this writing (November 12) are still near the low point of the season reached toward the latter part of October. The large stocks of grain which have accumulated in North American markets, together with continued heavy offerings of native wheats in Europe and unusually large shipments from Argentina have been important weakening factors. Feed grain markets have also been weak with prices tending downward. Favorable weather for maturing late corn, together with increased offerings of new crop grain and the limited storage space available in the markets have been largely responsible for the decline in corn prices. Markets for other feed grains weakened largely in sympathy with the major grains but influenced also by good late pasturage, which restricted demand. The flax market has held relatively firmer than grain markets but more favorable prospects in Argentina for the new crop and declining prices at Buenos Aires have caused some decline in flax prices.

While estimates of the world's production of bread grains suggest a reduction of around 500,000,000 bushels compared with last season's record harvest, the large stocks which have accumulated in North America and the relatively heavy movement from the surplus producing areas of Europe and from the Southern Hemisphere indicate a somewhat larger supply than earlier estimates. World import requirements this season, according to trade estimates, will total around 700,000,000 bushels with shipments to the middle of October amounting to approximately 150,000,000 bushels. Stocks in trade channels, however, are unusually large and wheat in store in North America alone now totals the record amount of around 412,000,000 bushels.

The Southern Hemisphere has contributed a larger percentage than usual of this season's wheat shipments while North American exports have totaled only about 70,000,000 bushels, or nearly 60,000,000 bushels less than for the corresponding period of the past two years. United States exports have been nearly as large as the relatively small shipments last season, but Canadian exports to date have been much smaller than a year ago. This, together with the early movement of the crop, is reflected in the large stocks which have accumulated both in Canada and the United States markets.

NEW ARGENTINE WHEAT

Exports from Argentina have continued unusually large until the first of November when they became smaller. The large shipments for the season to date, however, indicate materially larger supplies in Argentina from the 1929 harvest than were expected earlier in the season. Prospects for the 1930 crop in that country were rather unfavorable early in the season as a result of drought but unusually heavy rains recently have improved conditions and while present prospects suggest a crop materially smaller than last season, the exportable surplus may be within 75 to 100 million bushels of the current season's record shipments. New Argentine wheat will come onto the market early in 1930 and will compete with offerings from North America.

The Australian wheat crop is placed at 112,000,000 bushels as compared with 160,000,000 bushels last year. New wheat is reported already arriving at Sydney, Australia, and is selling at around \$1.24 per bushel on track at that market. Allowing 50,000,000 bushels for domestic requirements, the exportable surplus from the current crop will be around 60,000,000 bushels, exclusive of carryover. About 100,000,000 bushels have been shipped out to date from the 1928 crops.

Native wheats continue to be offered freely in

European markets and export shipments of Danubian wheat to date have been much larger than in recent years. The ample offerings of wheat in Europe have been reflected in a sharp decline in Liverpool prices and also in quotations on foreign wheat. An unusually large percentage of the world's exports this season has been shipped out unsold and exporters in many instances have been forced to dispose of this grain upon arrival at prices well below replacement values. This has had a weakening influence upon the market. With foreign buyers able to obtain these distressed shipments at sharp discounts they have been slow to contract for wheat for current or later shipment. Wheat for December delivery at Liverpool was quoted November 9 at \$1.25%, or about two cents higher than the low point reached in October. On November 9, 63½-pound Rosafe from Argentina was quoted in London at \$1.26½ while the same quality of wheat for January-February shipment was quoted at Liverpool at \$1.34½ compared with \$1.37½ for No. 4 Manitoba for November shipment. No. 2 Hard Winter from the United States was quoted at Liverpool at \$1.25½.

TRADING IN DOMESTIC WHEAT MARKETS
LIGHT

Trading in domestic cash wheat markets has been very light during the past few weeks because of the unsettled condition of the market and the wide fluctuations in future prices. Decided weakness prevailed but cash prices were relatively firmer than futures and did not follow the full decline which took place in the futures markets. Local mills continue to provide the principal outlet although some export sales have been reported. Most of these exports, however, were said to be of distressed shipments on ocean passage, or of wheat in store at Gulf ports, and were generally at prices below replacement values. In general, however, Argentine wheat afloat was being quoted below United States wheat, even at the lower price levels. Light receipts were a strengthening factor in the cash wheat markets with offerings of good milling quality readily taken. Premiums of protein, however, are relatively insignificant, amounting to about one cent per bushel for each per cent additional protein above the ordinary qualities.

The rye market has fluctuated largely with wheat, although at times it had some independent strength, as a result of a good milling demand for the limited offerings. During the first week in November, however, the market developed a weaker tone than wheat, influenced by trade reports indicating little prospect of an increased export inquiry for American rye because of the ample native supplies in Germany and other European countries which were being offered at relatively lower prices than American grain. No. 2 rye was selling at Minneapolis at the close of the market November 8 at 92-94½ cents per bushel and at Chicago at 95-98½ cents.

CORN MARKET LOWER

The corn market has declined about 10 cents per bushel during the past month influenced by more favorable prospects for the new crop as a result of good weather for maturing the late corn. Prospects of an early movement with a shortage of storage space at terminals were also weakening factors and prices declined about 10 cents per bushel during the month ending November 9. According to the November estimate, this season's crop will total about 2,621,000,000 bushels, or about 93,000,000 bushels more than the October estimate. Practically all of the important producing States showed an increase during the month of October as a result of the favorable development of the late crop.

The distribution and production of the 1929 crop is markedly different from that of the 1928 crop. Production in the southern and western states is somewhat in excess of last year but is below that of 1928 in the north Atlantic states. In the corn belt proper, from which the bulk of the market grain is shipped, the crop is materially smaller than the 1928 production. In the north central states east of the Mississippi River the crop this season of 690,000,000 bushels is about 14 per cent less than

in 1928. In the north central states west of the river the production of 1,172,000,000 bushels in 1929 is 10.6 per cent below last season.

Farm stocks of old corn on November 1, were estimated at 76,863,000 bushels, or nearly 23,000,000 bushels larger than a year ago. Combining the 1929 production with the farm stocks on November 1, the farm supply of corn this season is about 192,000,000 bushels short of last season.

Offerings of new corn in central western markets have been of moderate volume and are now constituting a good percentage of the daily receipts. The quality is generally good with a large percentage of the receipts grading No. 4 with some grading as high as No. 3. At the present time shippers are reported not to be contracting freely at the lower prices and current offerings are about equal to market requirements.

At the close of the market November 8, new crop No. 4 Yellow corn with 18 to 19 per cent moisture was selling at Chicago at 85½-86½ cents per bushel. No. 3 Yellow was quoted at 87½-88 cents compared with 84 cents a year ago.

OATS STOCKS INCREASE

The oats market has declined with corn although there has been a fairly good demand for cash grain. Market stocks have increased slowly and at the first of November totaled around 33,000,000 bushels, or about twice the amount in store a year ago. Receipts at the principal markets since the first of August have been about 10,000,000 bushels larger than last season, notwithstanding that the crop is estimated to be over 220,000,000 bushels smaller than that of 1928. On November 9 No. 3 White oats were quoted at Chicago at 43½-44 cents and at Minneapolis at 41½-42½ cents, or practically the same as a year ago.

The barley market has had some independent strength, largely as the result of good domestic inquiry for both malting and feed grades. Export demand recently has shown some improvement and several good sized lots were reported sold for export during the latter part of October. Prices of barley from competing countries have advanced somewhat in English markets which has placed the American barley on a more favorable basis. World shipments, however, are still principally from Danubian countries with North America supplying only about 25 per cent of the weekly world exports during the past several weeks. United States exports from the first of July through October totaled only a little over 15,000,000 bushels compared with about 34,000,000 bushels shipped out during the corresponding period last year. Around 13,000,000 bushels of barley are now in store in the principal markets, which is about 2,000,000 bushels more than at this time last season. Best malting grades were quoted November 8, at Minneapolis at 59 to 61 cents and feed grades at 53 to 55 cents per bushel. Special No. 2 was quoted at Milwaukee at 63 to 72 cents and No. 4 at Kansas City at 59 cents per bushel. No. 1 feed barley was quoted at Kansas City at 57 to 58 cents per bushel. United States No. 2 barley was quoted November 8, in London at 76½ cents compared with 75½ for barley from Black Sea ports, 71½ cents from North Africa and 78½ cents per bushel for No. 3 barley from Canada.

WHEAT shipments from Kansas City in October, 2,973 cars, were the smallest for that month since 1925, when only 1,567 cars were shipped out. Shipments in October, 1928, were 4,618 cars; 1927, 3,599; 1926, 3,208, and in 1924, 5,660 cars. Shipments of corn were the smallest since 1925, amounting to 410 cars as compared to 559 a year ago and 607 cars two years ago.

DESPITE hurried work by millwrights, who increased storage facilities by 200,000 bushels lately, backing up of grain has begun to embarrass Milwaukee handlers. The condition is due mainly to heavy consignments of oats, corn and barley received, and the inertia of wheat received late in the summer. Because of the congested facilities at Buffalo, Owen Sound and Depot Harbor, to which the bulk of Milwaukee shipments by water are made, the grain cannot be moved.

ASSOCIATIONS

FEED DEALERS ASSOCIATION
OF WASHINGTON

The Feed Dealers Association of Washington was organized in the spring of 1928 by a group of dealers meeting at Tacoma who had in mind as a principal objective the improvement of credit conditions in the feed industry. A permanent organization was effected, with some 30 dealers taking part at first. Hugh B. Clark of Puyallup was elected president, and Floyd Oles of Seattle was selected as manager. Much of the standing and success of the organization to date is due to the first year's work, directed by Mr. Clark and actively prosecuted by Mr. Oles.

A year of work followed, during which the purposes of the organization and its sphere both of activity and influence expanded far beyond the plans of its founders. A uniform system of collection and credit information was provided and proved valuable and is now, in the fall of 1929, practically universally used by the feed industry in western Washington. Membership grew to include practically 100 per cent of the industry, including wholesalers as well as retailers in the western part of the state. In October, 1929 it was extended to include central Washington, with plans under way now to include all of the state.

Strong committee chairmen have made effective the work of several important committees, such as the legislative, the trade practices and the hay committee, which now occupy the center of the stage, the work of the credit committee being largely in the nature of checking up on the effectiveness of the system being used. An insurance department has been provided which is giving a needed service to members in matters both of fire and automobile in-

retail feed industry in the state. Under Mr. England's direction the expansion into eastern Washington is being prosecuted and an increased program of work for the advancement both of the feed business and of the farm community upon which it depends, is being undertaken. Direction of a state-wide effort to prevent increased hay freight rates, opposition to a soy bean tariff, additional market information services, better relations between the various elements in the industry and between the industry and the farmers, have been some of the major objectives sought by Mr. England in his very active and effective direction of the association's affairs.

Although a young man, Mr. England has had extensive experience in the grain and feed business. He was born in St. Hilaire, Minn., and early in his business career went to Canada where he engaged in stock and grain growing and later in the elevator, feed and lumber businesses in which he continued for 20 years. He still owns and operates



PRESIDENT CHARLES ENGLAND

FLOYD OLES, MANAGER, FEED DEALERS ASSOCIATION
OF WASHINGTON

surance. Arbitration is provided by a plan evolved by the trade practices committee and already successfully invoked in several instances. Market reports have been provided and arrangements made through the *Northwest Daily Produce News*, official paper of the association, for regular dissemination of market data.

The handling of farm produce, being a potent factor in credits, has been promoted by the association, assistance having been given members in procuring an outlet for eggs and other farm products. Standards of practice have been established, with marked success, and further plans along this line are under way, including co-operation with the California Hay, Grain & Feed Dealers Association in bringing to the coast a Pacific coast trade practice conference in the feed industry, under the direction of the Federal Trade Commission.

Beginning with February, 1929, the reins of power as the head of the organization, passed to Charles England of Vashon, one of the largest figures in the

several farms in western Canada and also retains his interests in the elevator business.

About seven years ago he moved to the Pacific Coast and established himself in the same lines of business, near Seattle, where he now, under the firm name of England & Peterson, conducts several retail feed stores and lumber yards. He is also engaged in the freighting business, operating a fleet of trucks under a franchise from the state in the territory where his business is located.

His efforts have met with merited support from the association's manager, Floyd Oles, to whom is generally given a large measure of credit for the perfecting of an organization which in the space of less than two years has included an entire industry, with some 150 members, all of whom are enthusiastically appreciative of the excellence of their own organization and of the benefits it has secured and is continuously securing for them.

Mr. Oles was formerly an official of the state manufacturers' organization, and is well known for his intimate knowledge of industrial conditions in Washington. The unanimous support now being accorded the association, and its effective and earnest leadership, afford the promise of a large and increasing usefulness to the industry and to the state.

ORGANIZE NORTHWEST TRI-STATE ASSOCIATION

A new association for grain growers of the Pacific Northwest, the North Pacific Grain Growers Association, a huge tri-state co-operative to contact the Farmers National Grain corporation, has been organized in Washington.

Members of the organization committee numbering 16, met in Walla Walla, Wash., October 30, to perfect the association and on the following day the articles were completed. The association hopes to receive benefits from the farm board loan fund of \$100,000,000 which has been placed at the disposal of the Farmers National Grain corporation.

The two-day meeting was devoted largely to ex-

ecutive sessions of the organization committee, but the second afternoon an open meeting was held to which all persons interested were invited.

Those who were scheduled to address the open meeting included: W. A. Schoenfeld, northwestern representative of the bureau of agricultural economists at Portland; G. O. Gatlin, marketing specialist with Oregon State college; and Dr. Kuhrt, a special representative sent by the farm board from Washington, D. C., to help organize the group.

The organizing committee consisted of F. J. Wilmer, chairman; Harry Goldsworthy, secretary; T. S. Hedges, Troy Lindley, W. R. Hegler, H. Jurgenssen, John Withycomb, A. R. Shunway, Owen Mounce, W. J. Sutton, O. T. Cornwell, C. A. Harth, R. W. Ritner, G. P. Mix, G. N. Lamphere, F. L. Atkins.

O. T. Cornwell, Walla Walla member of the organization committee, had charge of the local arrangements in co-operation with the Chamber of Commerce.

COMPLETE LIST OF GRAIN TRADE
AND FEED OFFICIALS

Conforming to precedent, the recommendations of the nominating committee of the National Grain and Feed Dealer Association, made at the thirty-third annual convention of the organization in Peoria during October, were accepted without opposition. The following is a complete list of those placed in office for the coming term:

Bert T. Dow of Davenport, Iowa, president; S. P. Mason of Sioux City, Iowa, first vice-president; G. E. Booth of Chicago, Ill., second vice-president. The directors are: Clifford Belz of Conrad, Iowa, to fill the unexpired term of Bert T. Dow; L. J. Hartzheim of Beaver Dam, Wis.; E. A. Boyd of Spokane, Wash.; F. A. Theis of Kansas City, Mo.; L. C. McMurry of Pampa, Texas; D. B. Kevil of Sikeston, Mo.; O. F. Bast of Minneapolis, Minn.; W. J. Edwards of St. Louis, Mo.; W. C. Kirkpatrick of Great Falls, Mont.; L. M. Swift of Lansing, Mich.; A. H. Hankerson of San Francisco, Calif.; G. S. Haxton of Oakfield, N. Y.; R. W. Kent of East Providence, R. I.; L. H. Connell of Denver, Colo.; A. L. Johnstone of Milwaukee, Wis., and C. D. Sturtevant of Omaha, Neb.

CO-OPERATION URGED FOR
GRAIN MEN

Co-operation was advocated as the best solution for problems confronting grain men by John E. Curtiss in his address before the first annual convention of the Nebraska Association of Elevator and Mill Operators, held October 29 and 30 in Lincoln, Neb.

Mr. Curtiss, who is chairman of the state railway commission, urged the association to turn its attention to the immediate solution of the problems of freight rate regulation and transit charge.

C. V. Sturtevant of Omaha, past president of the National Grain Dealers Association (now the National Grain and Feed Dealers Association), pointed out the necessity of large scale organization among grain dealers. He expressed belief that the farm relief program of the government may mean a loss to grain dealers by giving the farmer an unfair advantage.

Other speakers included T. B. King, president of the association, P. H. Stewart of the college of agriculture, Harry Clark, chief inspector of the Omaha Grain Exchange and H. J. McLaughlin, secretary of agriculture. A humorous skit, a satire on the government system of grain inspection, was presented by Ted Branson and his troupe from Salina, Kan. They are the same group who proved such a sensation at the national convention held in Peoria last month, all being grain dealers.

In the absence of Cullen N. Wright of Scottsborough, who was ill, A. R. Kinney of Omaha presided as toastmaster.

NEBRASKA ASSOCIATIONS HOLD
ANNUAL MEETINGS

At the twenty-seventh annual convention of the Farmers Elevator Association of Nebraska, held October 17, 18 and 19 at Lincoln, Neb., J. S. Canaday was re-elected president for the coming year and at the same time the Farmers Managers Association, meeting for their tenth annual convention, also re-elected their president, M. L. Crandall.

The other officers of the Farmers Elevator Association were elected at this time. They are J. R. Morrison, vice-president, and J. W. Shorthill, secretary. The other officers elected by the junior organization are: E. P. Hubbard, vice-president; directors, A. E. Hoare, M. S. Pierson, and W. B. McMullen who was chosen to succeed S. G. Manning who resigned because of ill health.

The program of the convention was marked by a list of excellent speakers and sessions were well attended with a great deal of interest manifested by

the delegates. The largest crowd of the past ten years was in attendance.

The sessions of the opening day were conducted in the afternoon and evening in the Hotel Lincoln, the convention headquarters. The first session was given over to the managers with M. L. Crandall, president of the Farmers Managers Association, in the chair. The evening session and the following ones were presided over by J. S. Canaday, president of the Farmers Elevator Association. The Friday meetings were held in the Assembly Hall of the Student Activities Building at the Nebraska State College of Agriculture.

The convention offered amusement features out of the ordinary. The delegates were privileged to view Pittsburgh, probable national grid champions, bowl over the huskies from Nebraska in one of the season's largest inter-sectional games. Later they were subjected to the critical eye of a moving picture camera and the result was shown to them soon after. Much to the general wonderment of those concerned, no second John Gilbert was discovered.

Another feature was a survey of the grounds of the state college's farm, after which the delegates were conducted through the new state capitol building, nearing completion, which is press-agented as being "the nation's most beautiful state capitol."

DAKOTA FEDERATION TO HEAR MARKETING REPORT

A feature of the annual meeting of the South Dakota Farm Bureau Federation to be held at Huron, November 19 to 21, will be an address by J. W. Kurht, marketing specialist of the United States Department of Agriculture who will appear on the program the second day of the convention, speaking on the Farmers National Grain Corporation which was formed recently.

As a grain marketing specialist Mr. Kurht is one of the Government experts working with the Federal Farm Board and he will explain how the new grain corporation will assist grain producers in stabilizing prices and functioning as a national marketing organization.

FARMERS GRAIN CORPORATION CHOOSES LEADERS

Officers of the newly incorporated organization, the Farmers National Grain Corporation, have been selected by a committee of 16 members, selected by grain growers' representatives from throughout the country. They are:

S. J. Cotttingham of Stanhope, Iowa, president; C. E. Huff of Salina, Kan., vice-president; and L. E. Webb of Dodge City, Iowa, secretary-treasurer.

An executive committee was chosen, consisting of J. J. Knight of Kansas City, Kan., F. H. Sloan of Sioux Falls, S. D., William H. Settle of Indianapolis, Ind., and John Manley of Enid, Okla.

The incorporating board of directors is composed of the following: F. H. Sloan, J. J. Knight and M. W. Thatcher of St. Paul, Minn.; George Duis of Grand Forks, N. D.; E. R. Downie of Wichita, Kan.; H. G. Keeney of Omaha, Neb.; E. G. McCollom of Indianapolis, Ind.; Lawrence Farlow of Bloomington, Ill.; P. A. Lee of Grand Forks, N. D.; S. H. Thompson of Chicago, Ill.; and L. J. Taber of Columbus, Ohio.

ILLINOIS GRAIN DEALERS HOLD THREE MEETINGS

Three district meetings of the Illinois Grain Dealers Association were held during the month of October; one in Streator on October 24, another in Gibson City on October 25, and the last in Sandwich on October 30.

The Gibson City meeting was featured by special entertainment for the lady guests, all those attending being presented with free tickets to the moving picture showing in that city, "Dark Street." A dinner was served prior to show time.

The Sandwich meeting, postponed from September due to the illness of W. H. Hermann who was to act as chairman, as well as the gathering at Streator where strictly business affairs.

CALL CONFERENCE ON HEATING AND IGNITION

A conference on heating and ignition of agricultural and industrial products was called for November 14 and 15 by the National Fire Protection Association in co-operation with the United States Department of Agriculture at the Hotel Raleigh, Washington, D. C. All persons interested were invited to attend and participate in the discussions.

President Frank C. Jordan, presiding officer, called the meeting to order at 10 a. m., giving the purpose of conference and interest of the National Fire Protection Association. R. W. Dunlap, as-

sistant secretary of agriculture, then spoke on spontaneous heating and ignition as a problem of agriculture, while spontaneous heating and ignition as a problem of commerce was discussed by Dr. H. C. Dickinson of the bureau of standards.

"The Interest of Business in the Prevention of Losses Due to Spontaneous Ignition," formed the subject of a talk by C. A. Ludlum, director, United States Chamber of Commerce. Following this came several reports of research on spontaneous heating, including a few informal notes based on actual experience.

An open discussion of the problem from a specific viewpoint, in which all present had an opportunity to participate, was opened by several well known authorities. The feed and cereal storage side of the question was taken care of by Eugene Arms of the Mutual Fire Prevention Bureau, and C. J. Alger of the Corn Products Refining Company, both of Chicago.

Dr. W. W. Skinner of the bureau of chemistry and soils concluded the addresses with, "Facilities for Research Afforded by Fellowships in Government Departments."

Those attending the conference were tendered an invitation to remain in Washington on Saturday, November 16, for visits to government departments in which they have especial interest.

CONVENTION CALENDAR

December 2-4:—Farmers National Grain Dealers Association, Chicago, Ill.

December 10-12:—South Dakota Farmers Elevator Association, Sioux Falls, S. D.

January 23-24, 1930:—Indiana Grain Dealers Association, Indianapolis, Ind.

TRANSPORTATION

NEW JERSEY LODGES COMPLAINT AGAINST RAILROADS

The complaint of the state of New Jersey against 54 railways and one water carrier, alleging that free lighterage practices in the port of New York discriminate in favor of the New York side and against the New Jersey side of the port, has been received by the Interstate Commerce Commission.

While the primary purpose is not to attack existing rates in themselves, rates are called into question to the extent of asking the commission to determine whether they include the cost of lighterage. If that is found, it is requested in the complaint that there be an adjustment of the rates in such a manner that railroad tariffs will specify two separate rates, one for line-haul transportation and the other for accessorial trucking.

DROP PLANS TO CANCEL GRAIN SERVICES

Plans of the Baltimore & Ohio Railroad to cancel transit services on grain, grain products and feed at certain points on its western lines, and restrict the joint through rates on grain and its by-products originating on its lines when destined to points on or reached by the Pennsylvania Railroad, have been dropped because of the opposition of the Interstate Commerce Commission.

The commission found the proposed cancellation and restriction to be unjustified and canceled the railroad's schedules, which have been under suspension since March 1.

The proposed cancellation and restrictions were to have become effective on July 5 of this year but were suspended five separate times by the commission pending the outcome of its investigation into the reasonableness of the proposed change.

Protests were filed against the Baltimore & Ohio plans by the Produce Exchange of Toledo, Ohio; Mennel Milling Company of Toledo, United Mills Company, Inc., of Grafton, Ohio, and others. The principal transit points that would be affected by the cancellations proposed are Fostoria, Columbus, Chillicothe, Grafton and Akron, all in Ohio.

FIGHT SUSPENSION OF CANADIAN COASTAL LAW

Proposed suspension of the Canadian coastal law, which would allow foreign vessels to load winter cargoes of grain for hauling to Canadian ports next spring, has received vigorous opposition among Canadian ship owners.

It has been the custom to permit United States vessels and other boats of foreign register to come to Canadian lake ports and load winter storage cargoes, this being made possible by the temporary suspension of the Canadian coastal law.

At a meeting called by the board of grain commissioners, Francis King, council for the Dominion Marine Association, reviewed the coastal law and said that as a piece of legislation it afforded practically no protection to Canadian vessel owners. He pointed out that United States boats were defeating the present law by carrying grain from Fort William to Buffalo and there transshipping to Montreal. Another loophole, he added, was the fact

that United States vessel owners could incorporate in Canada, even if the boats were 100 per cent United States owned.

W. C. Folliott partially disagreed with Mr. King. Speaking in behalf of the Canadian wheat pool, he said that while his organization was not pressing for the suspension of the coastal law this year, it would not oppose suspension as it felt that every channel of competition should be left open.

COMMERCE COMMISSION HANDS DOWN NEW DECISIONS

The Interstate Commerce Commission has made public its decisions in several rate cases, including the Valley Grain Company, Inc., vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Company controversy. Its report read:

1. Rates on grain, in carloads, from Wing, Ill., to Battle Creek, Mich., and Louisville, Ky., found not unreasonable but unduly prejudicial. Undue prejudice ordered removed.

2. Rates on grain, in carloads, from Wing, Ill., to Chicago, Ill., for reshipment by lake-and-rail, and to St. Louis, Mo., found not unreasonable or prejudicial.

The complaint of the state of North Dakota, doing business as State Mill & Elevator Association, against the Chicago Great Western Railway, charging unreasonable and unlawful rates, was dismissed by the commission.

LIFT CANADIAN GRAIN EMBARGO AS EX- PORTS INCREASE

With the lifting of the Canadian National Railway's embargo, placed on all grain shipments from the prairie provinces to the lakehead early in October, grain growers' shipments by rail to terminal markets are expected to go back to normalcy again.

The embargo had been employed as a medium for halting the shipments of grain to lakehead elevators which were already filled to capacity, due to the absence of foreign buying. Its removal was occasioned by the increase of shipments from the lakehead to eastern ports.

However, according to a statement made by T. D. Hammatt of the department of commerce in discussing a report on the act from L. W. Meekins, American commercial attache at Ottawa, there is a danger of the embargo being renewed if the situation again grows serious.

ZELENY INSTALLATIONS

The Zeleny Thermometer Company, Chicago, Ill., installed its system in the following plants during the month of October:

38 bins for the Larrabee Flour Mills Company, St. Joseph, Mo.; 6 bins for the Continental Grain Company, Minneapolis, Minn.; 8 bins for the Brooks Elevator Company, (Union Elevator) Minneapolis, Minn.; 96 bins for the Pillsbury Flour Mills Company, Springfield, Ill. Materials were shipped for installation of the Zeleny System in eight bins for the Twin City Trading Company, Minneapolis, Minn., installation to be made by their own forces.

IN THE COURTS

The receiver of the Farmers Co-operative Elevator at Savage, Minn., has petitioned the courts for permission to sell the property.

Henry F. Reineke, grain and implement dealer at Napoleon, Ohio, has filed a petition in bankruptcy, showing assets of \$27,000, and liabilities of \$101,000.

The Dakota Farmers Elevator Company, Melham, S. D., has been forced to suspend business by the Atwood-Larson Company which holds a mortgage for \$10,000 against the property, it is reported.

Suit has been brought in Fountain County Court asking for the appointment of a receiver for the Yeddo Farmers Grain Company of Covington, Ind. The farmers are asking for a judgment of \$25,000 and the foreclosure of a mortgage which they hold on the property.

Editor American Grain Trade:—Am enclosing my check for one year's subscription to the AMERICAN GRAIN TRADE. We have installed a new McMillan Truck Dump and will complete other necessary repairs before the new corn crop, which will be ready in about two weeks (October 28). We will possibly be in the market for a hammer mill in a short time, and will install other new machinery next spring. My brother, Martin Nading, is owner of the elevator and I am manager. WALTER R. NADING, Flat Rock, Ind.

CORN importations to Guatemala during August, last month for which the Department of Commerce has figures, amounted to 1,165 short tons. In August, 1928, imports totaled 2,657 tons. Corn importers are of the opinion that "fairly substantial" corn shipments will be drawn in during November and December.

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ELEVATOR AND GRAIN NEWS



MINNESOTA AND WISCONSIN

The Farmers Elevator, Ellendale, Minn., has purchased the Spelz elevator.

The Liethen Grain Company plans to build a \$60,000 grain and feed warehouse at Appleton, Wis.

The Farmers Elevator Company is improving its plant at Lake Benton, Minn., to the extent of \$5,000.

J. F. Schissel has leased his elevator at Adams, Minn., to the Hartland Flour & Feed Company of Minneapolis.

The Farmers Co-operative Elevator Company has improved its plant at Appleton, Minn., with a new grain cleaner.

The 600,000-bushel grain tanks which the Itasca Elevator Company is building at Superior, Wis., are to be completed November 15.

A one-story temporary warehouse, 112 by 124 by 30 feet, is being erected at Minneapolis, Minn., for the Osborne-McMillan Elevator Company.

The Andrews Grain Company is building at Minneapolis, Minn., a temporary storage plant of 150,000 bushels' capacity. A new Diesel engine has been installed in the company's plant.

The new 100,000-bushel elevator which the Crookston (Minn.) Milling Company is building at a cost of \$25,000 is about ready for operation. The company's present plant has a capacity of 70,000 bushels.

The Faribault Flour & Feed Company has taken over the McLaughlin Elevator Company's plant at Ruskin (Faribault p. o.), Minn. It will buy grain and handle and grind feed. The elevator has a capacity of 20,000 bushels.

The Barnes-Ames Company, grain shippers of Duluth, Minn., are considering a site in Superior, Wis., for the erection of a 2,500,000-bushel grain elevator which would cost approximately \$1,500,000, it is reported.

The Monarch Elevator Company has taken over the elevator of the Great Western Elevator Company at Fertile, Minn. The new owners have wrecked the annex to the elevator and are using the material in constructing a feed warehouse. The main house has been moved to the site adjoining the Monarch Elevator's house.

WESTERN

The Lusk (Wyo.) Elevator Company will build an addition to its elevator.

The Deschutes Grain & Feed Company, Redmond, Ore., has leased an additional warehouse.

The Robinson Grain Company has built a 46 by 64-foot addition to its elevator located at Limon, Colo.

The Robinson Grain Company has enlarged its elevator at Calhan, Colo., and equipped it with a new dump.

The Aetna Grain Company has become interested in the Snell Bros. elevator located at Rosebud, Mont.

The Toole County Grain Company has repaired its elevator at Sunburst, Mont., and has installed a new distributor.

The \$500,000 grain elevator which the Port Commission plans to erect at Seattle, Wash., may be erected at the Hanford street terminal instead of at Smith Cove, as previously reported.

McCabe Bros. Company is remodeling the Wilsall (Mont.) Grain Company's elevator which it recently took over. A new leg and a 15-horsepower Fairbanks Morse Engine have been installed.

W. B. Woodman and his son are operating the Leflang Grain Company's elevator at Sedgwick, Colo., which they recently purchased. They are operating as the Woodman Grain Company.

The MacCartney-Markham Grain Company, Denver, Colo., has been incorporated with a capital stock of \$50,000. Incorporators are Edmund H. Markham, Walter V. and Frederick L. MacCartney.

The Imperial Elevator Company has equipped its elevators at Joplin and at Hingham, Mont., with 100-bushel Fairbanks Scales. Their house at Rudyard has been equipped with a head drive and Fairbanks Morse Motors.

The Harris Live Stock Company has completed a new elevator of 18,500 bushels at Moorcroft, Wyom-

ing, and a 10,000-bushel house at Arvada. The company has leased elevators at Clearmont, Big Corral, and Beebe, which have a capacity of 30,000 bushels each.

The Boyd-Conlee Grain Company has repaired its plant at Spokane, Wash., which was damaged by fire last July. A new concrete workhouse, recently completed, is now in operation. The reconstruction cost amounts to about \$35,000. The plant has a storage capacity of 210,000 bushels.

SOUTHERN AND SOUTHWESTERN

Hopkins & Mason have completed their new elevator at Hardesty, Okla.

J. B. Ridling is building a modern 20,000-bushel grain elevator at Bovina, Texas.

The Raton (N. M.) Milling & Elevator Company has thoroughly overhauled its plant.

The Wharton (Texas) Grain & Produce Company has increased its capital stock from \$40,000 to \$60,000.

The Texas Mill & Elevator Company, Abilene, has increased its capital stock from \$75,000 to \$150,000.

The North Grain Company has let contract for the erection of a new 20,000-bushel grain elevator at Perryton, Texas.

S. W. Pipkins, Clovis, N. M., has purchased the plant of the Amherst (Texas) Elevator Company. J. P. Catlin will be in charge.

The Taylor Grain Company, Memphis, Tenn., has recently been incorporated. Incorporators are G. T. Taylor, A. H. Dickson, and J. B. Clauink.

The Star Mill & Elevator Company will build a new 100,000-bushel elevator at Hennessey, Okla., to replace the house which fire destroyed this fall.

The Waterfield Grain Company, Union City, Tenn., has been incorporated with a capital stock of \$25,000. Incorporators are C. W. Waterfield, W. M. Waterfield, and Joseph Hamilton.

The Castro County Grain Company, Dimmitt, Texas, plans to increase its capital stock to \$40,000, and to build an additional unit of 40,000 bushels capacity. The house will be equipped with modern machinery.

The Kansas City Southern Railroad has been requested by the Chamber of Commerce to increase the capacity of its grain elevator at Port Arthur, Texas, so that it can accommodate 2,000,000 bushels of grain.

With the announcement that the Farmers National Grain Corporation will establish a branch in Enid, Okla., the grain interests forecast that another 1,000,000-bushel grain elevator will be built there to take care of next season's crop.

Work is expected to start in six months on a \$1,500,000 grain elevator on the river front at Memphis, Tenn., according to report of T. Q. Ashburn, of the Inland Waterways Corporation, who has recently closed contract with the city of Memphis for leasing the municipal river terminals.

The Farmers Grain Company, Farwell, Texas, has let contract for the erection of a 30,000-bushel elevator to replace its house which burned this fall. A warehouse, 24 by 100 feet, and a three-room office will also be built. The elevator will be divided into 10 bins, and will be equipped with a 10-bushel automatic scale and a rapid handling grain system.

INDIANA

The Liberty Mills, of Akron, have sold their elevator to Clay Syler for \$600.

The Andrews (Ind.) Elevator Company has improved its plant with a truck dump.

Eugene Sims has purchased the grain elevator at Gas City, formerly operated by Block Bros.

The elevator of Jordan & Baird, at Kewanna, has been improved with additional equipment.

The Terre Haute (Ind.) Elevator Co-operative Company has been incorporated with a capital of \$10,000.

The Hebron Equity Exchange has sold its elevator at Hurlburt (Valparaiso p. o.) to A. J. Michaels.

Edward M. Kerlin, now sole owner of the Kerlin Elevator & Feed Company at Sullivan, is operating

the business under the original name. The plant has been remodeled and equipped with feed grinding machinery.

The Farmers Grain & Seed Company, Indianapolis, has changed its name to the Farmers Feed-Grain Company.

John Reichard & Son are operating the elevator and mill at Rockville which they recently bought from Rohm Bros.

Franklin E. Bushman recently bought the East End elevator at Hartford City for \$1,500. The house has been closed for some time and was sold to satisfy a judgment.

Elzie Kramer has taken over the grain elevator and mill at Boonville, formerly owned by John Wilkinson. Charles Boone will assist in operating the plant. A feed grinder has been installed.

A new grain company has been formed at Bluffton, with Amos W. Snyder as manager. Mr. Snyder was formerly associated with the Berne Equity Exchange Company. The name of the new company, which it is reported may succeed the Studebaker Grain & Seed Company, has not yet been announced.

The Urmston Grain & Seed Company, which operates a chain of grain elevators, feed stores and retail coal yards in Indiana, has moved its headquarters from Elwood to Anderson. The company also manufactures feed at several of its plants, some of which are located at Frankton, Dundee, Orestes, Walton, Galveston, and Camden.

The Farmers Co-operative Company of Indiana has recently closed options on the purchase of 25 elevators owned by the Goodrich Bros. Company of Winchester, and for 15 elevators and warehouses of the Crabbs, Reynolds, Taylor Company, with headquarters at Crawfordsville and La Fayette. With the completion of these transactions, the company will control around 180 co-operative farmer owned elevators in Indiana. The options call for delivery of the properties by January, 1930. The second transaction involving the chain of 15 elevators, totals a cost of around \$800,000.

ILLINOIS

J. C. Deere is equipping his new elevator at Long View with an all-steel truck lift.

A truck dump has been installed in the plant of Henry Van Heerzele at Atkinson.

V. C. Brown is operating the elevator at Alpha, which he leased from W. C. Cole, Jr.

The A. B. Thorpe Grain & Fuel Company, of Saybrook, has filed articles of incorporation.

The Farmers Grain Company has installed an electric dump in its plant at Fancy Prairie.

McFadden & Co.'s elevator at Easton, which was damaged by fire last September, has since been razed.

The Farmers Co-operative Association has installed an automatic coal unloader in its plant at Varna.

The Decatur (Ill.) Grain & Elevator Company is now being operated by its new owners, J. H. Cloney & J. W. Hook.

T. A. McClelland, dealer in grain, feed and seeds at Geneseo, has installed three truck lifts and two 1½-horsepower Fairbanks Morse Motors.

Contract has been let for rebuilding the office of the Midland City (Ill.) Elevator, which burned recently. Defective wiring caused the fire.

A 6,000-bushel concrete corn crib, equipped with a six-horsepower engine, has been built at Biggs (Easton p. o.) by the Farmers Elevator Company.

John Grussing has remodeled the elevator at Watkins Crossing (Farmer City p. o.) which he recently bought. He has also built a new corn crib.

The Chana (Ill.) Grain & Lumber Company property has been sold to J. C. Griffith of Ashton for a consideration of \$10,000. The new owners will rebuild at once the elevator which was destroyed by fire recently.

The Assumption (Ill.) Elevator Company has been recently formed to control the Assumption Grain Company, the Farmers Grain Company, and the LaCharite Grain Company, all located at Assumption. The three elevators in the merger have a total capacity of 150,000 bushels. Each company

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Forty-Eighth Year

will retain its corporate existence and ownership, but its operation will be controlled by the new holding company.

K. A. Harper has recently installed a new set of 10-ton capacity Fairbanks Morse Truck Scales and a new 10-ton auto truck dump in his elevator at Potomac.

The Atwood (Ill.) Grain & Supply Company is equipping its plant with a truck dump, a sheller and cleaner, an additional leg, and two Fairbanks-Morse Motors.

Messrs. Hippen & Stephen have sold their new modern elevator recently completed at Forrest, to Floyd Weber, of Edelstein, who begins operations November 15.

W. F. Allison & Sons have improved the elevator at Mason City which they bought from J. A. McCreery & Sons. A new 3,000-bushel corn crib is about completed.

The Rock Island Railroad Company is tearing down its elevator at Chillicothe. The elevator was in need of considerable repairs, and little grain is now marketed in that territory.

The Concord (Ill.) Elevator Company has been recently organized with a capital stock of \$5,000 to deal in grain, commercial feeds, and coal. The principals of the company are H. C. Mitchell, H. H. Brennan, and J. F. Wilson.

The Pontiac (Ill.) Farmers Grain Company has let contract for the erection of a new grain elevator on the Wabash railroad tracks. The house will replace the one which burned recently. A large coal storage shed will also be built.

THE DAKOTAS

The Crosby (N. D.) Farmers Grain Company is building a 12,000-bushel addition to its elevator.

The Proper Grain Company has installed a new five-horsepower motor in its elevator at Platte, S. D.

Both houses of the Farmers Elevator Company at Max, N. D., are now operated by electric motors.

A grain cleaner has been added to the equipment of the Farmers Elevator Company's plant at Minot, N. D.

The Farmers Elevator Company has added a truck lift to the equipment of its plant at Nunda, S. D.

The Farmers Elevator & Milling Company has installed two head drives in its house at Frankfort, S. D.

The Broadland (S. D.) Equity Exchange has installed a new 10-ton Fairbanks Scale in its elevator.

New electric motors have been installed in the plant of the Farmers Elevator Company at Bisbee, N. D.

An electric truck dump has been installed in the plant of the Sharp Elevator Company at Sioux Falls, S. D.

The Farmers Exchange Company has added a 10-ton scale and a truck lift to its elevator at Lester-ville, S. D.

The Farmers Elevator & Mercantile Company has installed a new grain cleaner in its plant at Rogers, N. D.

Electric power equipment has been installed in the plant of the Farmers Elevator Company at Granville, N. D.

A modern elevator of 35,000 bushels' capacity is being built at Belfield, N. D., for the Farmers Union Elevator Company.

The Vermilion (S. D.) Seed Company has leased the Thompson-Lewis Elevator. The company will buy and sell grain.

The Farmers Elevator Company is operating the old Mill Elevator at Cavalier, N. D., which it recently purchased for \$6,000.

The Farmers Elevator Company has remodeled the headhouse of its elevator at Sherman, S. D., and has installed a distributor.

New roller bearings and new elevator buckets have been added to the equipment of the Farmers Elevator Company at Delmont, S. D.

The plant of the Farmers Co-operative Elevator Company at Duane Siding (Ellendale p.o.) N. D., has recently been improved with a new grain cleaner.

The Chamberlain Grain Company has been incorporated with a capital of \$100,000. Incorporators are W. H. Dinehart, P. E. Dinehart, and L. L. Vashington.

The Farmers Elevator Company has completed new corn cribs in its house at Rutland, S. D. It has also remodeled the driveway and repainted the elevator.

L. C. Button Company has remodeled its elevator at Bovee, S. D., and has enlarged the office of its elevator at Platte. A new 20-ton Fairbanks Morse Scale has been installed at the latter place.

Recent improvements made at the Humboldt, S. D., elevator of the Farmers Elevator Company con-

sist of the installation of a 10-ton scale, dump, and grates, as well as repainting of the elevator.

The Black Hills Supply Company is building a 10,000-bushel elevator at Edgemont, S. D. It will be equipped with modern electric machinery.

The firm of J. E. Tierney, Inc., has been organized with a capital stock of \$25,000 to engage in the elevator business at Driscoll, N. D. The incorporators are J. E. Tierney, E. M. Tierney, and P. M. Lathrop.

Three brick and tile elevator tanks, 28 by 35 feet, are being constructed at Napoleon, N. D., by three local elevators. The tanks will have a capacity of 16,500 bushels, which will make the total grain storage capacity at Napoleon 50,000 bushels.

MISSOURI, KANSAS AND NEBRASKA

The Cherryvale (Kan.) Grain Company is building new coal bins.

The Nehawka (Neb.) Farmers Grain Company plans to remodel and repair its elevator.

The Empire Grain Company plans to install a new grain cleaner in its plant at Rossville, Kan.

The Duff Grain Company has installed an overhead traveling truck dump in its elevator at Ithaca, Neb.

M. S. Whitney has repaired the elevator at Carroll, Neb., which he recently bought from Dr. A. Texly.

The Trans-Mississippi Grain Company is building a 50,000-bushel annex to its grain elevator at Shelton, Neb.

The Trans-Mississippi Grain Company is building a 40,000-bushel addition to its elevator at Octavia, Neb.

The Offerle Grain & Supply Company has equipped its plant at Bellefont, Kan., with a steel grate and pan.

A. F. Dallinger is building a grain elevator and a feed mill at Minneola, Kan. The capacity of each will be 20 tons.

An automatic truck dump has been added to the equipment of the Haigler (Neb.) Co-operative Equity Exchange.

The Clinton (Neb.) Grain, Lumber & Fuel Company plans to rebuild at once its elevator which was recently destroyed by fire.

The Stockstill Grain Company recently purchased the elevator at Lake City, Kan., formerly operated by the Medicine Valley Grain Company.

The Colburn Bros. Company, McPherson, Kan., is dissolving partnership and disposing of its properties, consisting of elevators, a mill, etc.

The Herbert M. Walsh Grain Company, of Sterling and Denver, Colo., has bought the Cheyenne Elevator Company's plant at Kimball, Neb.

Lloyd Serck has bought the old Hering elevator at Royal (Jessup p. o.) Neb., which he plans to wreck and use the material for building on his farm.

The Dean Grain Company has completed an additional storage unit to its elevator at Agra, Kan. The basement has recently been cemented and a feed grinder installed.

The new grain storage plant which is being completed at Atchison, Kan., for the Pillsbury Flour Mills, will be equipped with a Randolph Direct Heat Grain Drier.

The Farmers Elevator Company is now operating two elevators at Jonesburg, Mo., having recently purchased the elevator and mill formerly operated by Stevens & Brooks.

The Grain Belt Elevator Company, Hutchinson, Kan., has completed its new concrete storage tanks of 350,000-bushels capacity. A grain drier and smut washer have been installed.

The Holmquist Grain & Lumber Company has taken over the Weststrand elevator at Crofton, Neb. The elevator has recently been repaired and equipped with an automatic lift.

The C. E. Robinson Elevator Company, of Salina, Kan., has completed its new 25,000-bushel elevator at Collyer. The house is covered with galvanized iron and is equipped with a direct electric drive.

The T. B. Hord Elevator Company, of Gibbon, Neb., is now located in the Farmers Elevator which it recently purchased. The office fixtures have recently been removed from the old elevator which is being wrecked.

The Rushville (Mo.) Elevator Company plans to increase the capacity of the old elevator which it recently purchased from the Quaker Oats Company. The house will be equipped with an automatic scale and feed grinder.

The new 1,000,000-bushel grain elevator which the Chicago, Burlington & Quincy Railway is building at St. Louis, Mo., and which will be occupied by the Marshall Hall Grain Corporation, will be completed January 1. It will have a Randolph Drier.

The new 800,000-bushel elevator which the Security Elevator Company is building at Hutchinson, Kan., will be completed shortly. The Davidson

Terminal Elevator, with capacity of 400,000 bushels, is to be ready for operation November 15.

The Pease Grain, Seed & Coal Company, of Beatrice, Neb., has sold its coal department to the Consolidated Cash Coal Company of Omaha.

The plant of the Farmers Union Elevator at Summerfield, Kan., has recently been sold to a group of six men for \$2,100. The new owners are J. G. Graham, J. Conrad, W. Lock, V. Miller, T. Johnston, and O. Miller.

The St. Francis (Kan.) Equity Company will build a 31,000-bushel elevator, which will be 27 by 38 by 48 feet. It will be connected with the old elevator and will be equipped with modern machinery. The old house has a capacity of 20,000 bushels.

The Famo Feed Milling Company is building a reinforced concrete grain elevator, 31 by 32 feet, at St. Joseph, Mo. The structure will permit the future addition of a mixed feed mill. The plant will be equipped with receiving and cleaning machinery. The Webster Manufacturing Company has contract for machinery and elevator equipment. Horner & Wyatt are the consulting engineers.

EASTERN

The Pennsylvania Railroad Company is building a new marine leg at its Erie, Pa., elevator, which will cost about \$100,000.

A frame addition, 17 by 28 feet, is being added to Omwake Bros.' elevator at Greencastle, Pa. The structure is to house a corn sheller and other machinery.

The Pennsylvania Railroad Company has taken over the property of R. S. McCague, Ltd., Pittsburgh, Pa., which has given up its grain business. The company plans to locate elsewhere.

The New York Central Railway Company plans to construct a 300,000-bushel addition to its grain elevator at Weehawken (Hoboken p. o.), N. J. It will be designed for rapid cleaning and rapid handling.

The Pratt Food Company is building an addition to its plant at Buffalo, N. Y., which will accommodate 300,000 bushels of grain and 150 cars of feed. The bulk feed storage capacity is also to be doubled.

The Schwab Grain Company, Buffalo, N. Y., will discontinue business December 1, it is announced. E. A. Schwab, who has been in the grain business for the past 24 years, will become associated with the Basil Burns Grain Company.

The Producers Warehouse & Elevator Company, Buffalo, N. Y., has been granted a permit for a \$25,000 addition to its plant. The new elevator, which is nearing completion, will be equipped with a Randolph Direct Heat Grain Drier and Eureka Cleaning System.

IOWA

A farmers' elevator may be established at Buck Grove.

The Farmers Elevator Company is building new coal sheds at Correctionville.

The Farmers Elevator Company is erecting a grain and feed warehouse at Hampton.

The Trans-Mississippi Grain Company has installed a truck lift in its elevator at Arthur.

The Farmers Elevator Company plans to remodel its house at Jefferson and to install a new dump.

The Trans-Mississippi Grain Company is adding 50,000-bushels capacity to its elevator at Harlan.

The Farmers Co-operative Company has let contract for a \$13,500 addition to its elevator at Sioux City.

A truck dump has been added to the elevator equipment of the E. H. Spaulding & Sons at Westfield.

The Farmers Elevator Company plans to install a 60-horsepower Diesel engine in its elevator plant at Hawkeye.

Frank Veidt, formerly manager of the Hoesel elevator at Merrill, has leased the house from the Hoesel estate.

The Des Moines (Iowa) Elevator & Grain Company is repairing the damage to its elevator from a dust explosion.

E. E. Wentz has completed a 50,000-bushel annex to his north elevator at Lanesboro. The building is covered with sheet iron.

The Farmers Co-operative Elevator, of Storm Lake, is building a new two-story brick office building, which will cost around \$2,000.

The Farmers Grain Company, Sac City, has moved its office from its old location north of the railroad tracks to a building a block south of the tracks.

The business of the Davis & Milligan Grain & Lumber Company at Scranton has been taken over by the Farmers Elevator Company. Mr. Davis has retired.

The Farmers Elevator Company is constructing a 40 by 60-foot addition to its house at Malcom. It will be modern and of brick construction. The

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old office is being torn down. New truck scales of 15-ton capacity are being installed. A new office and storeroom will be built.

N. S. Beal & Son are adding a 15,000-bushel addition to their elevator at Tama. The structure will be 28 by 40 by 20 feet and will be covered with metal sheeting.

The Farmers Grain Company has improved its house at Madrid with an oat huller which has an hourly capacity of 100 bushels. It is operated by a seven-horsepower motor.

The Carnes (Alton p.o.) division of the Alton Farmers Mutual Co-operative Company has completely remodeled its elevator at an approximate cost of \$5,000. A new truck dump, oats huller, engine, and other machinery have been installed.

OHIO AND MICHIGAN

The Lexington (Ohio) Equity Exchange has installed a corn sheller.

Wallace Bros. have recently purchased the Price elevator at Linden, Mich.

McNaughton & Co. has improved its elevator at Mulliken, Mich., with three motors.

The Kent Elevator is completing a storage addition to its elevator at Reed City, Mich.

The Farmers Exchange Elevator at Ada, Ohio, which was destroyed by fire, is being rebuilt.

The Okemos (Mich.) Elevator Company has protected its plant with copper cable lightning rods.

Marion L. Sturgis has protected his elevator at Fowler, Mich., with copper cable lightning rods.

The Peoples Elevator Company, Elwell, Mich., has been incorporated with a capital stock of \$30,000.

Herman Schirmer has sold his interest in the Armada (Mich.) Elevator Company to Orvy Hullet, Sr.

The Coldwater (Mich.) Co-operative Company has improved its plant with a combined sheller and cleaner.

The elevator and plant of the O'Melia Mills at Casnovia, Mich., have been equipped with lightning protection.

The Ithaca (Mich.) Roller Mills have equipped their elevator with a 10-horsepower electric ball-bearing motor.

The Knappen Company, Richland, Mich., has been incorporated with a capital of \$40,000 to deal in grain and produce.

The elevator of the Minor Walton Bean Company, Grand Rapids, Mich., has been equipped with copper cable lightning rods.

The plant of the Bettsville (Ohio) Grain & Supply Company has been equipped with an overhead traveling truck dump.

The Farmers Elevator Company has repaired its machinery and installed a new dust collector in its plant at Deshler, Ohio.

The Condit (Ohio) Farmers Elevator Company is considering a merger with G. J. Burrer & Sons who operate elevators at Centerburg and Sunbury.

The Albert Todd Company has installed a 10-horsepower grain cleaner in its plant at Corunna, Mich. A five-horsepower motor has also been installed.

The Transit Warehouse Corporation has been incorporated at Battle Creek, Mich., with a capital stock of \$8,000,000, to conduct a warehouse business and operate elevators.

The Toledo (Ohio) Grain & Milling Company is building a five-story grain storage warehouse. Plans are also being made for rebuilding its mill, which burned last July, as previously reported.

The American Elevators, Ltd., Toronto, Ont., plan to erect an elevator at Port Huron, Mich., on a site recently purchased, it is reported. It has not been announced when construction work will start.

E. C. Smith has installed two 1½-horsepower self-ventilated ball-bearing motors in his west elevator. The motors are controlled by automatic switches, equipped with low voltage and overload protection.

The Stockbridge (Mich.) Elevator Company has overhauled its electric wiring and placed it in conduit. The motors are equipped with automatic starters, with low voltage and overload protection.

The Prescott (Mich.) Elevator Company is improving its plant with electric power. New equipment consists of a 10-horsepower self-ventilated ball-bearing motor to operate the sheller and cleaner, and a 20-horsepower motor.

Electric power has replaced the engine in the plant of the Whittemore (Mich.) Elevator Company. The equipment consists of a 20-horsepower fully enclosed pipe ventilated motor, and a 10-horsepower motor to operate the sheller and cleaner.

The Knust Milling & Elevator Company, Romeo, Mich., has rebuilt its elevator and feed mill which were destroyed by fire two years ago. The construction is of metal and concrete, with a steel frame. The floors are of reinforced concrete. The

only wood in the plant is in the two cleaners and a short stairway to the basement.

CANADA

The Alberta Wheat Pool is erecting a new elevator at Warwick, Alta. The pool now has 438 houses.

The Alberta Wheat Pool is increasing the capacity of its elevator No. 1 at Vancouver, B. C., to 2,500,000 bushels.

The house of the National Elevator Company, Ltd., at St. Rose, Man., has been dismantled and is being put up at Arborfield, Sask.

The Goderich (Ont.) Elevator & Transit Company has completed its new 1,000,000-bushel storage annex. John Murison is superintendent.

The new 2,000,000-bushel grain elevator which the North American Elevators, Ltd., is building at Sorel, Quebec, will be completed shortly.

The Union Terminal Elevator Company, Port Arthur, Ont., plans the erection of an additional storage unit of 1,000,000 bushels which will be completed in time for the 1930 crop. With this new unit,

the company will have a total storage capacity of over 2,000,000 bushels.

The Midland-Simcoe Elevator Company is operating the new 2,000,000-bushel addition to its elevator at Midland, Ont., which it recently completed.

Levy Bros. have bought the elevator adjoining the Canadian National Railway and the Mitchell (Ont.) Corn Exchange from Walter and Hosie Thomson.

The storage capacity of the plant of the Medicine Hat Mill, Toronto, Ont., owned by the Maple Leaf Milling Company, Ltd., has been increased from 175,000 to 500,000 bushels.

Contract has been let for the erection of a grain elevator at Warwick, north of Vegreville, by the Alberta Wheat Pool. The Pool now has \$6,000,000 invested in elevators in Alberta.

Contract has been let for the construction of the 5,500,000-bushel grain elevator at Prescott, Ont. (previously reported.) Construction work is to start at once, and the house is to be completed by August, 1930.

FIRES - CASUALTIES

Reed City, Mich.—Fire recently destroyed Bettin Bros. grain elevator.

Ashton, Ill.—Fire destroyed the plant of O. C. Baker, grain and feed firm, on October 27.

Paul, Neb.—Fire destroyed on November 6 the A. B. Wilson grain elevator and 2,000 bushels of corn.

Birmingham, Ohio—Fire recently destroyed the elevator of the Birmingham Mill & Supply Company.

Mediapolis, Iowa—Fire destroyed the elevator of the Farmers Supply Company, causing a loss of \$30,000.

Nash, Okla.—W. F. Gibson, manager of the Choctaw Elevator, fell into a wheat bin recently and broke two ribs.

Arcadia, Kan.—Fire recently destroyed the elevator of the James Grain Company. Insurance covered the loss.

Wahpeton, N. D.—The elevator of Holthusen Bros. Seed Company was damaged by fire, causing a loss of \$30,000.

Orchard, Iowa—Eno Oncken, while loading a load of fence wire at the Farmers Elevator, had his hand badly crushed.

Sterling, Mich.—A windstorm caused considerable damage to the Sterling Elevator Company's plant on October 22, it is reported.

Minneapolis, Minn.—Fire destroyed the elevator of the Minneapolis Seed Company on October 25. The loss is estimated at \$80,000.

Superior, Wis.—Fire damaged the Listman elevator and about 100,000 bushels of grain on October 17. The loss is estimated at \$5,500.

Weyburn, Sask.—The grain elevator and flour mill of the Soo Lines Mills were destroyed by fire on October 17. The loss approximates \$100,000.

Milton, Ky.—The elevator and warehouse of C. G. Crawford and W. C. Snyder was damaged by fire on October 30. The mill was completely destroyed.

Elmdale, Mich.—A windstorm demolished on October 20 a small warehouse of the Elmdale Elevator Company. Insurance covered the loss.

Dallas, Texas.—The warehouse of the Celina Mill & Elevator, together with a considerable quantity of grain burned recently, causing a loss of \$4,000.

Cable (Sherrard p. o.), Ill.—The J. M. Mabry elevator was totally destroyed by fire, causing a loss of \$3,500. The building contained a small amount of grain.

Warren, Minn.—Fire recently destroyed the Spalding Terminal Elevator containing about 75,000 bushels of grain. The loss is estimated at from \$30,000 to \$50,000.

Port Arthur, Texas.—The feed and hay warehouse of the John A. Adams Company burned recently, causing a loss of about \$6,000. Insurance partially covered the loss.

Hastings, Neb.—The plant of the Farmers Grain & Supply Company was damaged by fire on October 14 to the extent of about \$20,000. The elevator was of frame construction.

Almont, N. D.—Edward Timke was severely injured when a lift in the grain elevator where he was employed gave way and plunged downward. He is expected to recover.

Eyota, Minn.—The grain elevator and feed mill operated by E. E. Lietz were destroyed by fire re-

cently, causing a loss of approximately \$23,000. A quantity of grain also burned, as well as the machinery and equipment of the two buildings.

Coffeyville, Kan.—Fire, started from the explosion of a gas tank in the basement, destroyed the frame elevator of the Allen Perry Grain Company. The house was built 30 years ago.

Deer Park, Wis.—The elevator of the Richmond Roller Mills collapsed recently after being filled with five carloads of grain. It will not be rebuilt, but a warehouse will be erected in its place.

Hagerstown, Md.—The elevator and flour mill of D. A. Stickell & Sons Company burned on October 18, causing a loss of \$250,000. A considerable quantity of grain and milling machinery was destroyed.

Octa (Edgefield p. o.), Ohio.—Fire destroyed on October 14 the grain elevator owned by the Millidgeville bank. A box car and a considerable quantity of grain were burned. Estimated loss is \$15,000.

Clinton, Neb.—The Clinton Elevator owned by James Motz, burned to the ground early in October, causing a loss of \$25,000. A quantity of grain also burned. Insurance covered the loss. A new elevator is to be built at once.

Glenmont, Ohio.—The plant of the Starner Elevator Company and a quantity of grain were destroyed by fire. The loss is estimated at \$18,000. The building was valued at \$10,000, and the grain at \$8,000. Insurance partially covered the loss. Plans for a new elevator will be started soon, according to Mr. Starner.

Inkom, Idaho.—The elevator of the Globe Grain & Milling Company was completely destroyed by fire on October 10. A carload of wheat and two carloads of barley were also burned. Spontaneous combustion caused the fire. Horace Nelson, manager, and his brother Kenneth, escaped without serious injury at the time. They were stuffing sacks in openings to prevent leakage of grain.

OBITUARY

BEACH.—A. E. Beach, veteran grain dealer of Shenandoah, Iowa, died October 14. Two sons survive him.

BASSELL.—Edward C. Bassell, assistant manager of the Jesse C. Stewart Company, grain merchants at Clarksburg, W. Va., died October 19 while on duty. He was 58 years old.

BLOWNEY.—Walter S. Blowney, assistant secretary of the Chicago Board of Trade since 1903, died, October 18, from a heart attack. His widow and two sons survive him. (Further details elsewhere in this issue.)

BOWERS.—Andrew Bowers, retired grain elevator operator, died at his home in Greenville, Ohio, following an extended illness. He was 73 years old at the time of his death.

BOWES.—A. R. Bowes, district superintendent of the Western Grain Company, Ltd., and connected with the grain trade of Winnipeg, Man., for the past 30 years, died at his home there on October 16.

COMSTOCK.—John Comstock, formerly manager of the Farmers Mill Elevator at Frederick, Colo.,

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died in Longmont following an operation. His widow and two children survive him.

DREW.—Cyrus Drew, of the grain firm of Har- graves & Drew, committed suicide at the home of his brother in Holland, Mich. His widow and daughter survive him.

ELINGER.—E. H. Elinger, Federal grain inspec- tor, died suddenly October 21 at Kankakee, Ill. He was 40 years old.

GIRARD.—Louis Girard, feed dealer for 33 years at White Bear, Minn., died October 21.

KEITH.—Elgin Keith, former president of the Invincible Grain Cleaner Company, Silver Creek, N. Y., died at his home there, following an illness of two years. Mr. Keith had also been associated with the S. Howes Company. He was 80 years old.

McCABE.—George H. McCabe, grain broker and vice-president of McCabe Bros., Minneapolis, Minn., died at his home there. He was 70 years old. Mr. McCabe was also vice-president of the International Elevator Company at Duluth. He entered the grain business in 1886. Three children, three brothers, and two sisters survive him.

MESSEROLE.—W. E. Messerole, formerly repre- sentative of Lowell Hoit & Co. in Iowa, also of a Michigan feed company, and closely associated with the farmer elevator movement a number of years ago, died at a sanitarium in Bettendorf, Iowa. He made his home with his brother at Clark, S. D.

MOORE.—Charles J. Moore, member of the Chi- cago Board of Trade, died October 21 at his home in Chicago. He was 40 years old. His widow and a son survive him.

RITTEN.—Frank M. Ritten, member of L. N. Ritten & Co., and of the Minneapolis (Minn.) Chamber of Commerce, died November 2. His widow and eight children survive him.

ROWAN.—James J. Rowan, who has been connected with the Chicago Board of Trade for the past 30 years, died November 1. He was 52 years old. Three brothers and three sisters survive him.

ROBINSON.—James Robinson, former member of the board of grain commissioners for Canada, died at Port Arthur, Ont., recently. Mr. Robinson was lately appointed assistant commissioner, with head- quarters at the Head of the Lakes.

SHEPARD.—Joseph Shepard, member of the Pro- duce Exchange in New York and connected with the grain trade for many years, died recently. He was 73 years old.

SNYDER.—John J. Snyder, member of the Balti- more Chamber of Commerce, and formerly asso- ciated with Robinson & Jackson, died October 6. He was 69 years old.

SWENSON.—Joseph Swenson, grain dealer of Burlington, Colo., was accidentally killed late in October while on a hunting trip.

TOMER.—John Frederick Tomer, grain dealer, died October 26 at his home in Wichita, Kan. He was 72 years old.

TONGUE.—Thomas T. Tongue, member of the Baltimore (Md.) Chamber of Commerce, died Oc- tober 1.

TRIHEY.—Thomas F. Trihey, secretary of the Montreal Harbor Commission and member of the Corn Exchange, died October 16 at his home in Montreal, Que. He was 66 years old.

WENDEROTH.—J. C. Wenderoth, manager of the Arkoma Grain Corporation's new elevator at Muskogee, Okla., died October 7. He was 34 years old.

WITHERSPOON.—George Witherspoon was killed on October 9 when he was caught in a belt at the Turner Hudnut Grain Elevator of Lacon, Ill. His widow and two children survive him.

WOODWORTH.—Walter Scott Woodworth, grain man, died at his home in Minneapolis, Minn., fol- lowing a heart attack. Mr. Woodworth was vice- president of E. S. Woodworth & Co., and treasurer of the Concrete Elevator Company. One sister and four brothers survive him.

YOUNG.—Charles S. Young, of the Royce-Coon Grain & Seed Company, Bowling Green, Ohio, died November 8, following a heart attack.

is enclosed in a fire-resistive enclosure, built of asbestos lumber and concrete.

The Robinson Grain Company has installed a Jay Bee Feed Grinder in the feed department of its plant at Colorado Springs (Colo.).

A new feed store, equipped with a complete feed grinding and mixing unit, has been established at Bolivar, Mo., by Roscoe Quinn.

A 60-horsepower feed grinder has been installed in the plant of the Farmers Incorporated Co- operative Society at Burchinal, Iowa.

The St. Charles (Mich.) Flour & Feed Company has equipped its plant with a 30-horsepower feed grinder with a magnetic separator attached.

The Central Texas Farm Products Company is operating its plant at Waco, Texas, which has a daily capacity of 10 carloads of mixed feeds.

The Bates City (Mo.) Elevator & Mercantile Company has equipped its elevator with a feed grinder and a 20-horsepower enclosed motor.

H. Hoekman & Son have improved their plant at Corsica, S. D., with a 40-horsepower Jay Bee Feed Grinder and a 10-ton scale and head drive.

The Decker (Mich.) Grain & Lumber Company has installed a 24-inch feed grinder, connected to a 30-horsepower fully enclosed pipe ventilated motor.

The Saline (Mich.) Mercantile Company has im- proved its plant with a blower system for elevating feed from the feed grinder discharge to the bagger.

The Betts Grain Company has installed a 50- horsepower feed grinder in its house at Montrose, S. D. The elevator has also been resided and re- painted.

The Girard Fuel & Feed Company at White Bear, Minn., formerly conducted by the late Louis Girard, will be continued by Mrs. Girard, with A. J. Cassavant as manager.

The Ernest-Campbell Feed Store at Brown City, Mich., was recently remodeled. The decorations in green and white will be uniform in the company's chain of feed stores.

Harry Taylor will erect an addition to the feed store and service station at Touchet, Wash., which he recently bought from A. H. Cummins. A feed grinder will be installed.

S. A. Bement, former manager of the Ingham County Farm Bureau which he recently purchased, has installed a 50-horsepower feed grinder and a feed mixer in the plant.

The Maysville (Ky.) Milling & Feed Company has been chartered with a capital stock of \$50,000. Incorporators are T. A. Duke, Katherine P. Cochran, R. E. Newell, and J. R. Branom.

The Jones (Mich.) Co-operative Association has equipped its plant with a Jay Bee Feed Grinder, connected to a 30-horsepower motor. It is equipped with a built-in magnetic separator.

A new feed and seed warehouse, 22 by 32 feet, has been completed at Coleman, S. D., for the Farmers Co-operative Elevator Company. It is equipped with a 25-horsepower feed grinder.

Clare Holmes is building a bean warehouse at Duffield (Swartz Creek p. o.), Mich. It will be equipped with a ball-bearing grain cleaner, operated by a 12-horsepower gasoline engine. A feed grinder will be installed later.

The Farmers Elevator Company is building a new unit, 30 by 48 feet, to its elevator at Eldridge, Iowa. It will be equipped with a 40-horsepower feed grinder, an ear corn crusher, a husk reel, and a 12-foot bolter.

The A. S. Gurney Company, Boston, Mass., a sub- sidiary of the C. M. Cox Company, has been in- corporated to deal in grain, feed, flour and hay. Linus C. Coggins is president, and Monroe J. Lorimer, treasurer.

The Mason (Mich.) Elevator Company is install- ing a molasses feed mixing plant and has con- structed an 8,000-gallon concrete tank for the storage of molasses. A 20-horsepower motor will operate the equipment.

The Kaleva (Mich.) Produce Company has im- proved its plant with a 40-horsepower feed grinder, equipped with a magnetic separator. Anti-friction bearings have been installed on main drive shafts and on elevator head shafts.

The Farmers Co-operative Company, Worthington, Minn., has let contract for the erection of a new feed plant, including a feed cleaning and a corn cracking unit, and three warehouses. The old buildings adjoining the elevator will be wrecked. Construction work will start at once.

A chain of feed stores at Pana, Taylorville, No- komis, and Hillsboro, Ill., have recently merged. A corporation was formed to operate feed, flour and implement stores, with Clarence Barnstable as one of the principals. Included in the chain are the Ware & Barnstable Feed Store at Hillsboro, and the Frank Ware Feed Store at Butler.

The Farmers Co-operative Elevator Company has completely remodeled the feed grinding department of its plant at Caro, Mich. New equipment, recently

HAY, STRAW AND FEED

The Chatfield (Ohio) Equity Exchange has added a feed grinder to its equipment.

The Noble Grain Company is building a sweet feed plant at Plainview, Texas.

The Hazelton (N. D.) Elevator Company is build- ing a 16 by 16 by 26 foot feed mill.

A. E. Counsell & Co., has opened a feed, grain and flour establishment at Neillsville, Wis.

The Dickson (Tenn.) County Hatchery & Feed Store has installed a Jay Bee Feed Grinder.

John Morrell & Co. has installed a motor-driven Haines Feed Mixer in its plant at Sioux Falls, S. D.

A belt-driven Haines Feed Mixer has been added to the Myers Elevator equipment at Sullivan, Ohio.

A new feed warehouse has been completed for the Farmers Elevator Company of Stanhope, Iowa.

A new feed grinder has been added to the equip- ment of the Russell Grain Company at Bluejacket, Okla.

The Guymon Equity Exchange has installed a feed grinder in its plant at Hitchland (Gruver p. o.) Texas.

The Drews Elevator Company has equipped its elevator at Ashley, N. D., with a 15-horsepower feed grinder.

The Farmers Elevator Company plans to equip its elevator at Genoa, Neb., with a large feed grinder.

The Archer-Daniels-Midland Company has pur- chased dock property at Superior, Wis., valued at \$100,000.

The Coopersville (Mich.) Co-operative Associa- tion has installed a cold process molasses mixer in its plant.

A feed grinder, equipped with an electric motor, has been added to the plant of E. A. Engler at Leahy (Seward p. o.), Neb.

An oat huller and feed grinder are to be installed in the plant of the Maurice (Iowa) Co-operative Association.

The Imig-Schneebach Grain Company has in- stalled a Jay Bee Feed Grinder in its plant at Seward, Neb.

The Montrose (Mo.) Co-operative Association has improved its plant with a 30-horsepower Jay Bee Feed Grinder.

The Pickway Grain Company has improved its elevator at Mt. Sterling, Ohio, with a 50-horsepower

feed grinder, equipped with a crusher and magnetic separator. A 1 1/2-ton Haines Feed Mixer has also been installed.

A 75-horsepower feed grinder has been added to the equipment of the Marshall (Texas) Mill & Elevator Company.

A 30-horsepower feed grinder has been added to the equipment of the Farmers Elevator Company at Arlington, S. D.

A grain warehouse for the storage of mixed feeds and tankage has been completed for the Lamar (Colo.) Flour Mills.

The flour and feed business of Hartley W. Ridge- way, Vineland, N. J., has been incorporated with a capital stock of \$100,000.

The Farmers Elevator & Feed Company of Indianola, Iowa, is building a concrete storage tank for the storage of molasses.

The Gilford (Mich.) Elevator Company has in- stalled a 24-inch feed grinder, connected to a 30- horsepower electric motor.

A 50-horsepower Jay Bee Feed Grinder has been installed in the plant of the Farmers Elevator Company at Hampton, Neb.

A motor-driven Haines Feed Mixer has been in- stalled in the plant of the Shannon Grain & Seed Company at Stillwater, Okla.

George P. Dibble has equipped his feed store at Washougal, Wash., with a 1,000-bushel corn bin and feed grinding machinery.

The Northern Milling Company has taken over the Edward Elkton store at Rhinelander, Wis., and will carry feed, grain and flour.

The Evans Fuel & Feed Company has opened an additional store at Palo Alto, Calif. The new stor- age plant has a fuel oil service.

The Teegardin Grain Company plans to install feed grinding machinery in its plant at Duvall, Ohio, and to do custom grinding.

The Alfalfa Products Company, Oklahoma City, Okla., is bulding a large addition to its plant for the manufacture of mixed feeds.

The Johnson Milling & Grain Company has added to the equipment of its plant at El Paso, Texas, a feed grinder and a cog belt drive.

A 25-horsepower motor has replaced the oil engine in the feed grinding department of the Michigan Bean Company at Westaburg. The motor

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installed, consists of a 60-horsepower feed grinder, three ball-bearing motors equipped with automatic starters, and three Haines Feed Mixers. Anti-friction bearings have also been installed.

The R. H. Smith Company of Hansen, Idaho, has been incorporated with a capital stock of \$25,000. The company plans to ship 100 cars of beans annually. The incorporators are E. N. Pettygrove, O. S. Hannebaum, and R. H. Smith.

The feed business of Fred Peak at Bremerton, Wash., was recently sold to C. W. Johnson. The

deal involved a \$50,000 transaction. Mr. Johnson was formerly with the Harrison Export Company, Harrison, Idaho. He will operate under Mr. Johnson's name and will carry feed, grain and hay.

Charles Wolohan, Inc., is equipping as a feed plant the elevator of the Cass City Grain Company at Freeland, Mich., which it recently bought. A 60-horsepower feed grinder, equipped with a magnetic separator has been installed, and a 1½-ton feed mixer, driven by a 7½-horsepower ball-bearing motor.

cating that country supplies were well cleaned up. Total exports for the period were about 5,410 bags compared with about 1,350 during the preceding month.

Hairy Vetch continued to move fairly well early in the month, especially to southern buyers, but hopes that trade would remain good to the end of October were not realized.

White Clover held steadily at 25 cents in spite of larger arrivals; about 1,090 bags against 260 during September. Domestic Red Clover declined to 21 cents with imported ½ cent lower.

FIELD SEEDS

WISCONSIN SEED NEWS

By C. O. SKINROOD

The farmers of Wisconsin seem to be hanging on to their clover seed this year. The crop was reported to be heavy and the quality is most excellent. Some estimates are that nearly 75 per cent of all the seed is still in the hands of the farmers. There is reluctance to sell at the prevailing prices, according to the Milwaukee dealers.

As for the buying demand for Red Clover seed, the Milwaukee dealers declare that there is good demand for future shipment but there are not many prompt, or cash orders. The dealers appear to think that there will be plenty of Red Clover seed available this year and that there is no hurry about buying it. Some dealers say they do not care to tie up their money in clover seed for several months when the supply is plentiful and the big spring demand will not come until well along in February, March and April. The dealers say that the quality of the seed is exceptionally good as it appears to have been harvested under good conditions.

The Timothy market will be plentifully supplied with seed the coming year. Not very much of the crop has been moved as yet according to the dealers. The demand for Timothy seed at the present time is very poor, in fact it is practically negligible. What little is offered is for future shipment and there is very little call for prompt shipment.

There has not been very much movement in Alsike seed recently, according to the Milwaukee seedsmen, who say that much of the seed is still in the hands of farmers. Here again it seems that the farmers are too busy right now to bring in their seed and hence the trade is dull. The demand for Alsike is light as far as prompt orders are concerned, but there is good call for it for future shipments. The Alsike quality is also, like Red Clover seed, very fine.

The Sweet Clover seed market is only fairly active with about half of the crop moved, according to estimates of handlers and about half of it still left in the hands of the farmers.

White Clover seed is dull and slow and trade is nominal. There is very little buying demand at this season of the year and 1929 is no exception to the rule.

There is a belief prevalent that high grade seed corn will be rather scarce. There has been no price established yet for the Wisconsin seed corn. The Nebraska seed corn is selling around \$2 to \$2.25. Milwaukee dealers say that there will be abundant supplies of medium grade and ordinary seed corn. But there are marked signs that the finest seed

corn will not be in bountiful supply. However, it is still a little early to get an accurate line on seed corn trade, the dealers maintain.

NEW YORK SEED TRADE CLOSES LONG SEASON

By C. K. TRAFTON

What was probably one of the longest and most satisfactory seasons for the distribution of fall seeds in the New York market finally came to an end late in October and inasmuch as the business done during that month was much larger than usually recorded for so late in the year the trade seems more than ever satisfied to have the market enter into its normal period of extreme quietude. As a matter of fact, many dealers were willing to write "finish" early in the month when the advent of fairly cold weather coincided with a marked slackening of demand, but this idea proved to be premature when the return of really warm weather, accompanied by various reports of "freak" plant developments, resulted in a re-opening of the season. This highly welcome though wholly unexpected "eleventh-hour" activity, however, was of only brief duration.

The gradual slackening of the business pace was reflected by a little more eagerness to sell among some holders and as a consequence prices for several varieties are one-quarter cent to two cents lower than those current a month ago. Other prices are unchanged and on the whole the market is reported as steady, especially in comparison with so many others which reflected the sensational crash in the stock market. The latter, it seemed apparent, did not make it necessary for any large owners of seeds to sell their property at a sacrifice in order to meet calls for more margins from Wall Street.

Because of the tight money situation it is not expected that there will be any noteworthy speculative buying of seeds during the winter in anticipation of higher prices in the spring.

Timothy supplied an outstanding exception to the generally easier tendency, the spot quotation being advanced from 6½ cents to 7½ owing to an unusually good late season movement, the improved export business, and a growing realization that the crop was short of early expectations, the latter being reflected by reports from various sections indicating

INDIANA SEED NEWS

By W. B. CARLETON

Seed dealers in Indiana report their fall trade has been quite satisfactory and that in fact they have no complaint to make and that the year taken as a whole, has brought in a much larger volume of trade than that of last year. Summer and fall trade, especially showed a big gain over the corresponding months of last year and reports from many parts of the state are to the effect that in most instances trade is still holding up and that the outlook for the coming year is quite promising. Wheat sowing which started in many parts of the state in September came to a close before the first of November, most of the wheat having been sown during the month of October. Early-sown wheat has come up and the crop is looking unusually good for this season of the year.

Heavy rains in the central and southern parts of the state along about the first of November greatly benefitted the growing crop. There is little danger of fly appearing in the early-sown wheat, grain and seed men say unless there is a great deal of warm weather between now and the first of the coming year. In the southern part of the state the acreage of wheat sown this year is not any larger than that of last year and the year before. Soy beans in Indiana produced well this year, the acreage being much larger than that of the year before. Farmers are gradually increasing their acreage of soy beans from year to year as they find it one of their most profitable crops.

The last cutting of Alfalfa has been finished by the Hoosier farmers. The yield of Alfalfa this year was good and it is one of the best crops the Indiana farmers have. The demand for new Alfalfa has been very good during the month of November.

* * *

Christian County, Kentucky, a few miles away from Evansville, Ind., is taking a leading position in the growing of Lespedeza seed for the market. The quality of the seed grown in the county is equal to the best known, according to W. E. Wiedburg, county agricultural agent. Around 200,000 pounds of the improved types of Lespedeza seed were grown and harvested in Christian county this year and this will sell for about \$60,000 and it is announced that a larger acreage will be sown during the coming year.

* * *

J. A. McCarty, of the J. A. McCarty Seed Company, Evansville, has returned from Vincennes and Terre Haute, Ind., where he looked after his branch stores. Mr. McCarty says this has been a very good year for his various stores.

* * *

Po-Se-Co, taken from the firm name of the Posey Seed and Feed Company at Mt. Vernon, Ind., will

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be the new name of the high grade seeds and new egg mash of this company, following the decision of the judges, who were selected to settle the contest the company staged in picking the name. A great many names were suggested and the company awarded prizes. The contest attracted a great deal of interest in Posey County and adjoining counties.

George R. Murray, county agricultural agent of Warrick County, has announced during the coming year he will arrange a number of get-together meetings between the business men of Boonville and the farmers of Warrick County, following those he conducted during the last two months. Great good has resulted from these meetings, it is said. Mr. Murray has been greatly assisted in his work by Charles Kinderman, seed dealer at Boonville. The get-together meetings have been the means of bringing together the business men and farmers and has led to a better understanding. Many of the other counties in southern Indiana are said to be planning similar meetings during the coming year.

TAKES ISSUE WITH SKINROOD'S SEED REPORT

F. W. Kellogg, president of the Kellogg Seed Company, Milwaukee, Wis., writes to this office under date of October 31, as follows:

"I recently had an opportunity of reading the report of seed conditions in Milwaukee in your issue of October 15.

"We of course have no means of knowing where you obtain your information, but it seems to us that this report does not reflect a great amount of credit upon the wisdom of Milwaukee seedsmen.

"In the first place, I note it is stated that the Timothy seed supply is large and lower prices are predicted. In our opinion the 1929 crop of Timothy seed is one of the smallest harvested for quite a number of years. The market, instead of being weak with a lower tendency, is strong, with a higher tendency.

"The range of prices on Red Clover is quoted between \$24 and \$26; Alsike \$22 to \$23; Sweet Clover \$9 to \$10; White Clover \$30 to \$40. All of these indications of value we may say are entirely out of line with the actual conditions obtaining here.

"It is our opinion that unless these printed reports reflect actual conditions it is far better for all concerned not to attempt to make them."

IDAHO SEED EXHIBIT

About \$1,000 in cash premiums is being offered at the Idaho State Seed Show, being held at Jerome November 14 and 15.

The plan adopted last year by the board of directors to hold the show before the International Grain and Hay show at Chicago, was followed again this year. This was done to enable the entering of seed show exhibits at the international, November 30 to December 7.

During the last few years, Idaho producers have been awarded a large share of first places at the Chicago show on corn, wheat, alfalfa and red clover seed. These showings have aided greatly in advertising Idaho producers and the products of the state.

VELVET BEAN SEED CROP LARGER

Production of velvet beans for seed is expected to be slightly larger than last year, according to reports received by the United States Bureau of Agricultural Economics. The crop last year was slightly smaller than the large 1927 crop.

Acreage was fairly well maintained in southeastern Georgia and southeastern South Carolina, while in the other important districts of those states, North Carolina and Alabama, it was increased. Storms in October were reported to have damaged some acreage in southeastern Georgia, but losses

from excessive storms were generally regarded as much less than last year.

Yield per acre is expected to be slightly larger than last year in most of the important districts except eastern North Carolina and southeastern Georgia. In those districts it was expected to fall off only slightly.

The general growing conditions were more favorable than a year ago and the condition of the crop in the United States on October 1 showed 79.2 per cent of normal, compared with 76.2 per cent last year and 70.4 per cent, the average condition on that date for the five years 1923-1927.

The crop came on earlier than last year when it was later than usual, so that harvesting began about a week earlier, or mostly between October 15 and 30. In a few important districts harvesting is not usually general until after the first killing frost; in others, not until other field work is finished.

ALFALFA SEED MOVING SLOWLY

Movement of Alfalfa seed has been somewhat slower than last year when the crop was comparatively small and prices were at the highest point in eight years. The United States Bureau of Agricultural Economics estimates that 30 per cent to 35 per cent of the crop had been sold by growers up to October 15 compared with 60 per cent last year and 30 per cent two years ago. In general, growers sold less freely than last year. The most rapid movement took place in eastern New Mexico and southern California and the slowest in Utah.

Prices to growers on October 15 were lower in most districts than a year ago but were higher in Nebraska, Texas, Oklahoma, California and eastern New Mexico. The highest average prices (\$18 to \$19) for common Alfalfa on that date were offered in northeastern Kansas, southern California and Montana and the lowest (\$15 to \$15.50) in Utah, Colorado and New Mexico. Prices for all districts averaged \$16.75 per 100 pounds, basis, clean seed, on October 15, compared with about \$18.50 last year. They were indicated by shippers to be slightly less than those offered a week earlier.

Both imports and exports showed decreases from those of a year ago. No Alfalfa seed was permitted entry from July 1 to October 15 but 40,000 pounds were to be permitted after staining. For the same period imports amounted to 133,100 pounds in 1928, 210,400 in 1927, 76,700 in 1926 and 132,300 pounds in 1925. Exports of Alfalfa seed for September amounted to 194,960 pounds, compared with 187,319 in 1928, 87,829 in 1927, 922,222 in 1926 and 141,241 pounds in 1925. For the nine months ended September 30, they amounted to 593,416 pounds this year, 790,696 in 1928, 993,890 in 1927, 309,575 in 1926 and 477,062 pounds in 1925.

Utah.—Movement was slow to get under way in Utah. Reports indicated that about 5 per cent to 10 per cent of the crop had been sold up to October 15 in contrast with 55 per cent last year. Growers apparently were unwilling to accept prevailing offers and movement was also delayed by unfavorable weather which had hindered threshing so that it was not completed in all districts. Growers were offered mostly \$15 per 100 pounds, basis clean seed but prices were not fully established. The quality of the seed varied considerably but was reported as poor to good in Millard County and fair to good in the Uintah Basin.

Kansas.—Movement in Kansas was nearly as fast as that of the small crop of a year ago. About 50 per cent had been sold in the northwestern part of the state and 55 per cent in the northeastern and southwestern districts. Prices showed considerable variation. In northwestern Kansas they ranged mostly \$15 to \$16.65 and averaged \$16.15. In the northeastern part of the state they ranged \$15 to

(Continued on Page 330)

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1 3/4	.10	.11	.13	.16	
2	.10	.12	.14	.18	\$0.21
2 1/4	.13	.15	.17	.21	.25
3	.15	.17	.20	.25	.30
3 1/2	.17	.20	.23	.29	.34
4	.19	.21	.25	.31	.37
4 1/4	.21	.24	.28	.35	.42
5	.26	.31	.39	.46	.55
6	.31	.37	.46	.55	
7		.37	.43	.54	.65
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9			.52	.65	.78
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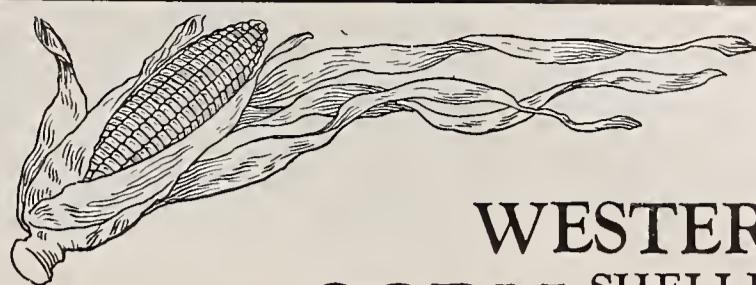
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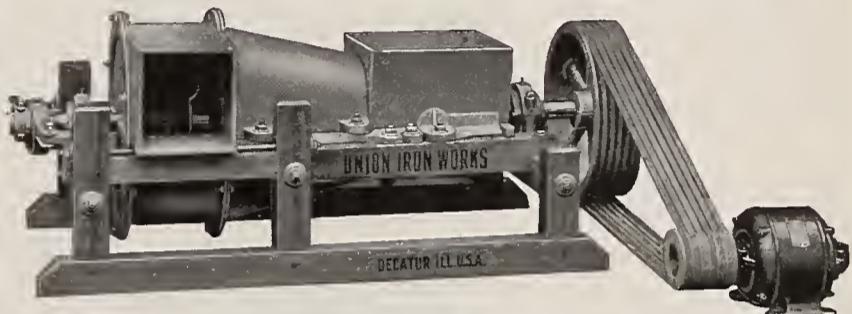
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\$22 and averaged \$19. In the southwestern part they ranged \$14 to \$20 and averaged \$15.90. Quality, ranging from fair to very good, was somewhat better than last year.

Nebraska.—Movement has been somewhat faster than last year in Nebraska. About 35 per cent of the crop had been sold up to October 15. Prices ranged \$15 to \$20 and averaged \$16.95.

Idaho.—The crop moved slowly in Idaho and only about 20 per cent had been sold compared with 50 per cent last year. Growers were not free sellers and threshing was not entirely finished. Prices to growers ranged \$15 to \$16 for common and averaged \$15.80, which was about \$2.80 lower than last year. For Grimm, prices ranged \$22 to \$30 compared with \$25 to \$35 last year. The quality was fairly good excepting in localities where frost had caused it to be poor.

Montana.—The larger crop in Montana has moved slightly faster than the smaller one of last year, about 35 per cent having left growers' hands up to October 15. Threshing was earlier than last year but growers did not sell so freely. Prices to growers ranged mostly \$17 to \$18.50 and averaged \$18. The quality was reported as fair to very good. Reports indicated good or very good quality from the first cutting but only fair from the second cutting on account of frost.

South Dakota.—Lateness of threshing on account of rainy weather was reflected in the slowness of the movement in South Dakota, where about 15 per cent of the crop had been sold in contrast with 50 per cent last year. Prices ranged mostly \$16 to \$17 and averaged \$16.70 compared with \$20.25 last year. Quality ranged from fair to very good.

Oklahoma.—Growers sold freely in Oklahoma and had disposed of about 70 per cent of the crop up to October 15. Prices ranged \$14.50 to \$17 and averaged \$15.70.

New Mexico.—About the same movement as one and two years ago took place in eastern New Mexico, where about 80 per cent of the crop had been sold. Prices averaged \$15.50 or \$1 higher than last year. Quality was indicated as good.

Arizona.—A slower movement than last year took place in Arizona where about 65 per cent had been sold by growers. Mostly \$18 was being offered to them.

California.—About the same movement as last year and the year before took place in California. About 65 per cent had been sold up to October 15. Prices ranged \$17 to \$20 and averaged \$19 per 100 pounds, basis clean seed.

LOW SORGO SEED PRODUCTION

Decreased production of sorgo ("cane") seed was expected in most of the principal producing districts, according to the United States Bureau of Agricultural Economics. The decrease was due mostly to reduction in acreage although yield per acre was slightly lower than last year.

One hundred twenty-nine shippers, whose aggregate shipments amounted to approximately 28,100,

000 pounds last year, indicated that the acreage was about 20 per cent smaller and the yield 10 per cent smaller than last year.

The quality of the seed was expected to be mostly fair to good. Reports of very good quality were about equal in number to those indicating it poor. Prices to growers were not fully established on October 22 but they averaged higher than last year. They ranged mostly \$1 to \$2 per 100 pounds, basis clean, for amber, \$1.50 to \$2 for orange and \$1.25 for \$3 for sumac or redtop sorgo.

LATVIAN GOVERNMENT PURCHASES RYE SEED

The Latvian Ministry of Agriculture recently closed contracts with several German firms for the supply of 250 tons of original rye seed to cost 100,000 lats (\$19,300) to cover the autumn sowing requirements of the Latvian farmers, according to a report from American Trade Commissioner F. C. Sommer. Additional supplies required will be purchased locally and distributed among the farmers.

One carload of original seed will be supplied to every district. The Ministry of Agriculture hoped to accomplish the distribution of the seeds by early fall.

WHITE SEED MOVES NORMALLY

White Clover seed movement slowed down somewhat during the four weeks ended October 22. The Bureau of Agricultural Economics, in its latest report on this subject, estimates that about 70 per cent of the Wisconsin crop had been sold by growers up to that date. This movement was about the same as that of a year ago.

Prices to growers made little change during the month. In Wisconsin growers were offered on October 22 mostly \$15 to \$17 per 100 pounds, basis clean seed, or about the same as the month before.

A year ago they were offered mostly \$19 per 100 pounds. Late reports indicate that quality for the most part will be only fair.

The European crop turned out larger than usual in Poland and Czechoslovakia and fairly good in Germany. A small crop of good quality was harvested in England. Imports thus far have been running close to those of a year ago, which were the highest on record.

CLOVER SEED MOVING AT LOWER PRICES

Movement of Red and Alsike Clover seed was slow during the two weeks ended October 22, according to the November report of the United States Bureau of Agricultural Economics estimates that about 25 per cent of the Red Clover and 40 per cent of the Alsike Clover seed had been sold by growers up to that date. Thus far movement for both kinds has lagged behind that of last year, when about 40 per cent of the Red Clover and 55 per cent of the Alsike

Clover had been sold. The new crops have also moved more slowly than those of two and three years ago.

Prices, during the two weeks, declined about 35 cents per 100 pounds for Red Clover and about 20 cents for Alsike Clover seed. Red Clover prices were about \$11.40 lower than a year ago and \$7 lower than two years ago.

Hulling of Red Clover seed progressed mostly under favorable weather and was nearly finished in several districts. In some sections farmers were busy with other fall work. In general growers showed a greater tendency to sell than during the previous two weeks. Movement continued fairly regular but was somewhat faster in northern Indiana, southern Michigan, southern Idaho, and western Oregon than in the other districts. Prices ranged \$15.05 per 100 pounds, basis clean seed, in southern Indiana and \$15.35 in western Oregon and southern Idaho to \$18.55 in southern Wisconsin and \$19.20 in northeastern Iowa. This range of prices was narrower than that of a year ago.

Imports have been light. During the period July 1 to October 31, 61,000 pounds were permitted entry, compared with 308,400 in 1928, none in 1927, and 298,800 pounds in 1926. September exports of Red Clover seed amounted to 103,318 pounds this year, 30,051 last year and 22,737 pounds two years ago.

SOW SEED FROM SKY

Sixteen sacks of Clover and Timothy seed were put aboard an airplane in Spokane, Wash., recently and the pilot, after negotiating the distance between the hangar and J. P. McGoldrick property near Emida, Wash., released the seed at a low altitude. He completed the sowing in an hour, and it is estimated that he duplicated in that time the work of many months by hand and team.

The area which was covered is about two miles long and a mile and a half to two miles wide, and is ragged in form. Its surface is hilly.

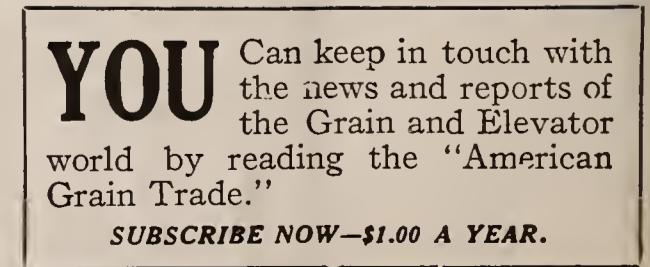
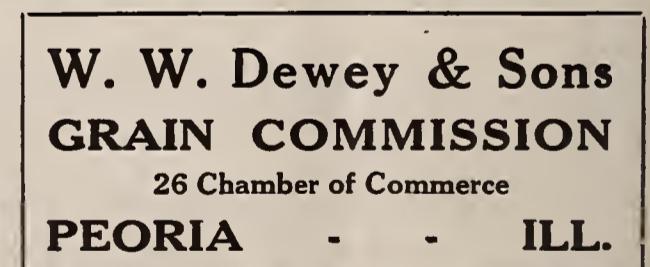
The purpose of the seeding is to make the land valuable for grazing at once, the time occupied in the growth of new timber to a commercial size being 70 to 80 years, it was stated.

Such seeding operations open great opportunities for grazing in the Northwest in view of the large areas of logged off lands which are difficult to seed by normal methods.

The E. D. McCallum Seed Company, Ruston, La., is operating in its new and larger building which it purchased recently for \$6,000.

J. G. Winter, who formerly operated the Winter Grain Company at Wessington Springs, S. D., is opening up a seed house at Huron.

The Northwest Nebraska Alfalfa Seed Association has completed a new steel warehouse at Crawford, Neb. It is equipped with modern machinery for cleaning and grading alfalfa seed. The building is on the site of the Beatty elevator.



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CHICAGO, ILL.

Bailey & Co., E. W., commission merchant.*
Brennan & Co., John E., commission merchants.*
Bridge & Leonard, hay, grain.*†
Clement, Curtis & Co., commission merchants.*
Doern-Scarritt-Hannah Co., grain and seeds.*
Dole & Co., J. H., commission merchants.*
Hoit & Co., Lowell, com. grain, seeds.
Lamson Bros. & Co., commission merchants.*
McKenna & Strasser, com. merchants.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain commission.
Quaker Oats Co., wheat, corn, oats, barley, rye.
Rosenbaum Grain Corporation, grain merchants.
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*

CINCINNATI, OHIO.

Early & Daniel Co., hay, grain, feed.*†
Scholl Grain Co., grain exclusively.

CLEVELAND, OHIO

The Cleveland Grain Co., receivers and shippers.*†
Shepard, Clark & Co., receivers, shippers, grain, millfeed, buckwheat.*

*Members Grain Dealers' National Association.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*†

DECATUR, ILL.
Baldwin & Co., H. I., grain dealers.*

DES MOINES, IOWA

Lockwood Grain, Inc., grain merchants.*

DULUTH, MINN.
White Grain Co., grain and hay.*†

GREEN BAY, WIS.

Green Bay Elevator Co., receivers and shippers of grain, flour and feed.

GREENVILLE, OHIO.
Grubbs Grain Co., E. A., wholesale grain, wheat, corn, oats.*

INDIANAPOLIS, IND.

The Cleveland Grain Co., grain dealers.*
Kinney, H. E., Grain Co., grain, hay, feed.*†
Maibucher, C. Wm., Grain Co., grain commission.

KANSAS CITY, MO.

Moore-Seaver Grain Co., corn and oats.*

MILWAUKEE, WIS.

Kamm Co., P. C., grain merchants.*

MINNEAPOLIS, MINN.

Cereal Grading Co., grain merchants.*
Cargill Elevator Company, milling wheat.*
Mitchell Company, W. C., com. merchants.

OMAHA, NEB.

Updike Grain Co., receivers and shippers.*
Trans-Mississippi Grain Co., grain merchants.*
Butler-Welsh Grain Co., grain commission merchants.*
Omaha Elevator Co., receivers and shippers of grain.*

*Members National Hay Association.

PEORIA, ILL.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Miles, P. B. & C. C., grain commission.*†
Mueller Grain Co., receivers and shippers.*

PITTSBURGH, PA.

Harper Grain Co., grain commission.
McCague, R. S., grain and hay.*†

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., seeds.
Nanson Commission Co., receivers, shippers.*†
Picker & Beardsley Com. Co., grain, hay.*†
Prunty, Chas. E., grain and seeds.
Toberman Grain Co., grain, hay, seeds.*†

SIDNEY, OHIO

Custenborder & Co., E. T., carlot grain.*
Wells Co., J. E., wholesale grain, seeds.*
SIOUX CITY, IOWA
Flanley Grain Co., grain receivers.
Terminal Grain Corporation, grain receivers.

TIFFIN, OHIO

Sneath-Cunningham Co., grain and seeds

TOLEDO, OHIO

De Vore & Co., H. W., grain, seeds.*
Southworth & Co., grain and seeds.*†
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WINCHESTER, IND.

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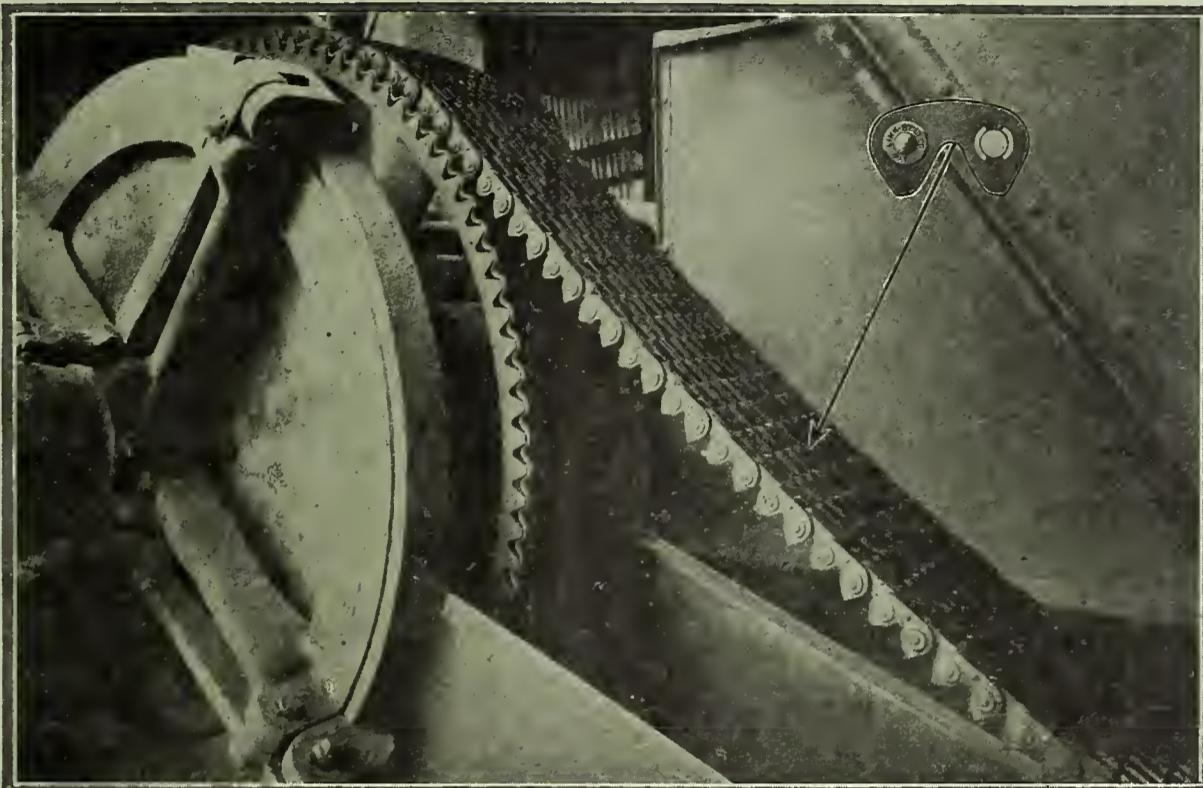
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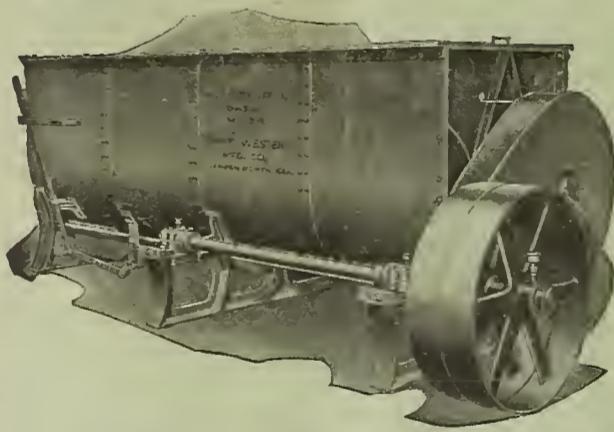
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